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China Mail

ESTABLISHED 1845

No. 25,990

HONG KONG, TUESDAY, OCTOBER 2, 1928. PRICE, \$3.00 Per Month.

"Your Eyes Are Safe With Us."
LAZARUS
Hong Kong's Only European Optician.
We grind our own lenses. Accurate repair work. Highest grade lenses. friendly, courteous service.
Manager: RALPH A. COOPER, Registered Optometrist (Canada) F.I.O. (London).

REVENUE STAMPS ON DOCUMENT

APPEAL SUCCEEDS CLAIM AGAINST GUARANTORS NOW REVIVED

SPECIAL DEFENCE SET UP

Because a document did not bear revenue stamps to the proper amount, an action against Chinese parties, who are alleged to have guaranteed a loan pending since March, was related in the Summary Court this morning.

Mr. C. A. S. Russ informed the Puisse Judge (Mr. Justice Jacks) of the procedure adopted to rectify the omission. Mr. Russ produced the guarantee, now stamped, and bearing a number of minutes by Government officials concerned, which, Mr. Russ said, he thought were confidential.

Mr. Russ was for the plaintiff, Mr. Un Man-chik, merchant of No. 141, Bonham-strand East. Mr. A. el Arcull appeared for the defendants, Mr. Au Fung-chau and the Tin Shing Hing Kee restaurant of No. 2, Percival-street, East Point.

"Want of Consideration"
Plaintiff's claim was for \$325, stated to be balance of money lent by plaintiff to an Au Pak-ming, repayment of which was guaranteed by defendants.

Mr. Russ said that repayment was guaranteed by Dec. 7, 1927. He also addressed his Lordship on the special defence of "want of consideration," of which Mr. Arcull had given notice.

Au Pak-ming, Mr. Russ continued, owed plaintiff \$525. Plaintiff sued Au Pak-ming in Canton and obtained judgment. A copy of the judgment was produced in Court.

Au Pak-ming then came to Hong Kong, Mr. Russ stated, acting contrary to the majority of debtors in Hong Kong who, when pressed, went to Canton. However, plaintiff found him in the Victoria Cafe. The debtor pleaded for leniency. Accordingly, a guarantee was given by the defendants that the \$525 would be paid in two instalments. The sum of \$100 had, in fact, been paid, leaving a balance of \$325 for which plaintiff was claiming from the guarantors.

"Put Him in Gaol"
Plaintiff sued defendants (the alleged guarantors) on March 19, 1928. Because the written guarantee was improperly stamped, said Mr. Russ, plaintiff was not suited on June 12, 1928, when the Puisse Judge (Mr. Justice Wood) gave leave to plaintiff to bring a fresh action if the document was sufficiently stamped within three months, but further action to be barred if it was not stamped in three months.

The new action commenced on Aug. 28, 1928—within the interval stated—and hearing was fixed for to-day.

In the course of previous proceedings, it may be recalled, plaintiff appealed to H.E. the Governor for leave to have the document properly stamped. Such leave was, apparently, given.

Giving evidence to-day, plaintiff said that he found the debtor (who is said to have been guaranteed by defendants) and told him that he would have him put in jail if he went to Canton.

BURGLARS

SENTENCED TO-DAY TO FOUR MONTHS' HARD

By entering a lane at the back of No. 103 Tai Nam-street, Yaumatei, two Chinese managed to gain access into the house by one standing near the wall that encircled the back-yard, while the other, climbing on the former's shoulder, thus got over the wall. Once inside the yard, the two secured a chopper and moved a wooden bolt fastening the door separating the yard from the back room of the house.

One of the inmates aroused from sleep by hearing movement downstairs, at once investigated. One of the two Chinese was found hiding under the shop counter. He was arrested and handed over to the police.

From information given by the one in custody, the other man involved was also arrested. This morning the pair appeared at the Kowloon Magistrate on a charge of the theft of 11 pieces of clothing, and were sentenced to a month's hard labour.

GEN. PEI THREATENS PEKING

RAILWAY SQUABBLE MAJOR NATIONALIST FACTIONS AT LOGGERHEADS

DIRE CONSEQUENCES OF SPLIT

How two major factions in the Nationalist Party have run foul of each other, with possibly dire consequences, is related in one of to-day's despatches.

The two leaders concerned are General Pei Chung-hai, one of the Big Four of Kwangsi Group in power at Canton, Hankow and along the Manchurian frontier, and General Yen Hsi-shan who has held Shanai province for 16 years and recently came into possession of Peking.

The strangest part of this quarrel is that observers have all along professed to see close harmony between the two Generals because they are bound together by the desire of self-preservation. As was to be expected, the quarrel is about control of something worth while, in this case the Railway running between Peking (the former capital) and Mukden (the capital of Manchuria).

Hostilities at this stage, will be dangerous to North China and harmful to China at large in the diplomatic sphere.

Gen Yen. Sits Tight

Peking, To-day.
It is unofficially reported that friction has developed between General Yen Hsi-shan and General Pei Tsung-hsi owing to General Pei attempting to appoint his own nominee as Director of the Peking-Mukden Railway in place of the present incumbent who was appointed by General Yen.

The present Director has wired General Yen for instructions as to what he should do. General Yen ordered him to remain at his post. General Pei is reported to have retaliated by threatening to stop all traffic on the Railway unless his man is allowed to take over control.—Reuter.

(Note: General Yen commands the 3rd Nationalist Army Group. With units drawn from the 4th Nationalist Army Group, General Pei has been set up as commander of the Northern Expedition against the Northern remnants. The Peking-Mukden Railway is 528 miles long, plus a network of branch lines, and was built with British and Japanese capital. It runs from Peking eastward to Tientsin, then through the K.M.A. mining zone, out through the Great Wall into Manchuria.)

TRAFFIC OFFENCES

BIG BATCH BEFORE THE MAGISTRATE TO-DAY

At "traffic time," before Major C. Willson, O.B.E., at the Central Magistracy this morning, there was quite a crop of speeding cases, no fewer than eleven Chinese, including two motor cyclists, being mulcted in fines of \$10 for the lesser offenders, \$15 for speeding in the control area at Whitefield, and \$20 for a similar offence in the more crowded thoroughfares. The offences occurred in Des Vaux-road Central, Queen's-road East, Bay View, Bonham-strand East, Connaught-road Central and Shaughwan-road. With the exception of one lorry driver and the two motor cyclists, the other defendants were all drivers of public motor cars.

PASCAL GRISONI

BEFORE THE MAGISTRATE THIS MORNING

A Frenchman, named Pascal Grisoni, was this morning charged before Major C. Willson, O.B.E., at the Central Magistracy, with the unlawful possession of a 9mm. "Brownie" automatic pistol.

Sub-Inspector Elston, who prosecuted, asked that Grisoni, who was arrested at No. 8, Fung Pal-terrace, Happy Valley, on September 24, be dealt with summarily. In the meantime, however, he (the Inspector) asked for a remand for 24 hours in police custody. He explained that there was a serious allegation against the defendant behind the present charge, and the police wanted time to investigate.

The Magistrate adjourned the case until to-morrow morning. The secretary of the Appeals Committee of the West London Hospital, in a statement warned other London hospitals against a fair-minded young man, who twice obtained a right of visit in the hospital, and was subsequently expelled on a charge of having stolen a length of rubber tubing.

SHANGHAI P. O. EMPLOYEES

1,800 ON STRIKE

NO DELIVERY OF LETTERS BUT NO DISTURBANCE

POLICE PRECAUTIONS

Shanghai, To-day.

1,800 postal employees and junior clerks of the lower grades struck this morning and are demanding an increase of wages.

Letters are not being delivered but, so far, no disturbances have occurred, but the police are taking precautions.

Peking Postal Strike

Peking, Yesterday.
The Union of Postal Workers declared a lightning strike here to-day in an endeavour to reverse the authorities' decision to dismiss 200 postal workers. At present it is impossible to estimate the effectiveness of the strike but there is a prospect of a complete stoppage of mails.—Reuter.

GERMAN "REDS"

CAUSE POSTPONEMENT OF ELECTIONS

"REGULAR BATTLE"

Berlin, Yesterday.

The municipal elections at Geesthacht near Hamburg have been postponed owing to Communists, reinforced by supporters from the neighbouring districts, attacking the Republican organisation "Reichsbanner" and invading the polling booths. The battle between the opponents, in which one man was killed, 15 seriously injured and two hundred slightly hurt, was only terminated by the arrival of a strong force of police from Hamburg.—Reuter.

Eyewitnesses' Accounts.

Eyewitnesses' accounts of the fracas at Geesthacht describe it as a regular pitched battle between two "armies," each 1,500 strong, who fought in regular military style, in disciplined bodies which exercised almost professional strategy in sheltering behind walls and trees, throwing reinforcements into threatened sectors of the battlefield, bringing up reserves from the rear and were served by ambulance detachments who carried the wounded from the line through the weapons, were mainly brickbats, empty bottles, bludgeons, daggers and knuckledusters. A number of pocket firearms was used.—Reuter.

PACIFIC ROTARY

AN INTERNATIONAL CONFERENCE IN TOKYO

150 DELEGATES

Tokyo, Yesterday.

Speeches emphasising the importance of personal contacts for the promotion of a good understanding between the peoples of the Pacific marked the opening of the three days' Pacific Rotary Conference, at which the Japanese Rotarians are hosts to about 150 delegates from America, Australia, China and other lands bordering the Pacific.

In addition to the business sessions an extensive programme of entertainments has been arranged, including a banquet at which Prince Kuni, father of the Empress, is expected to speak. A garden party is being given by the Premier.—Reuter.

NAVAL COMPROMISE

NO FURTHER PRONOUNCEMENT FROM TOKYO

A SUGGESTION

Tokyo, Yesterday.

As it has already informally notified its views on the Anglo-French naval proposals, agreeing in principle to them, it is learned that the Japanese Government does not intend to make any further pronouncement, though it is understood that in view of the public interest the Government has approached the British and French Governments, advocating publication of the text of the agreement. Apparently, no reply has been received so far.—Reuter.

Two fishing junks collided with the Swedish s.s. "Japan" in Bonham Strait, on Sept. 28. Luckily, no damage was sustained and no lives were lost.

THE ROCKEFELLER FOUNDATION

ANOTHER GIFT

\$750,000 OFFERED TO CAMBRIDGE UNIVERSITY

COSTLY LIBRARY

London, Yesterday.

The outgoing Vice-Chancellor of Cambridge University has announced that the Rockefeller Foundation Fund has offered a gift to the university of \$750,000 to provide for the development of physical and biological studies and a new library, conditionally on the university securing the balance of \$229,000.

The building of the library, which alone will cost \$500,000 will be commenced without delay, as the university had already earmarked \$250,000 therefor and the Rockefeller Fund had also earmarked a similar amount for the purpose.—Reuter.

Balance To Be Raised
A British Wireless message states:—
Cambridge University is to receive a gift of \$700,000 from the International Education Board of the Rockefeller Foundation. This offer includes a contribution of \$250,000 towards the new university library, designed by Sir Gilbert Scott, the building of which will now be undertaken without delay.

"SOME RAIN"

N.E. winds, fresh, generally cloudy, some rain, is the forecast until noon to-morrow.

The anticyclone has moved E.N.E. and is now central to the north of Tokyo. The typhoon is about 300 miles S.E. of Hong Kong, moving west.

Strong to fresh monsoon may be expected along the S.E. coast of China and over the northern portion of the N. China Sea. The telegram quoted below was received from the Manila Observatory at 9 a.m. to-day:—

Manila, 9 p.m., 1st.—The typhoon has formed. Northern Luzon in the form of a low depression, it may increase in intensity in the China Sea.

ceive a gift of \$700,000 from the International Education Board of the Rockefeller Foundation. This offer includes a contribution of \$250,000 towards the new university library, designed by Sir Gilbert Scott, the building of which will now be undertaken without delay. The remainder of the gift will be devoted to the larger proposal of providing for certain new developments in physical and biological studies of the university which have for some time been regarded as urgent by the heads of those departments.

A condition is attached that the university should raise the balance of the sum required for the completion of the whole scheme.

The Vice-Chancellor, Rev. George Arthur Weekes, announced to-day this "splendid offer of assistance." He added that in as much as the resources of the university were already pledged to the building of a new library it would be necessary to raise from outside sources the balance of \$229,000 required to fulfil the condition.

SWEDEN'S CRISIS

A CONSERVATIVE CABINET FORMED

REAR-ADMIRAL AS PREMIER

Stockholm, Yesterday.
A new Conservative Cabinet has been formed. The Premier is Rear-Admiral Arvid Lindman, Foreign Affairs, Tryggers, Finance, Professor Wohlin and Justice, Blommark.—Reuter.

SIR A. CHAMBERLAIN

RECEIVED WITH GREAT COURTESY IN U.S.A.

NOW IN CALIFORNIA

San Pedro, Cal., Yesterday.
Sir Austen Chamberlain, Lady Chamberlain and family have arrived. They were escorted by four United States destroyers. They will stay in California for two weeks.—Reuter.

At about 11 a.m. on Sept. 30, the s.s. "Lohore" went aground in soft mud when she was in Latitude 22.00.30° N., Longitude 118.30° E. Fortunately, the vessel sustained no damage and she proceeded at noon on the same day.

TO-DAY'S DOLLAR

The closing rate of the dollar on demand to-day was 2/0 8/16.

NEW AIR MAIL EXPRESS

MONTREAL N. YORK

BEAR CUB TO CONVEY MAYORAL GREETING

ALSO TORONTO-MONTREAL

Montreal, Yesterday.

A bear cub was one of the passengers in the new air mail express service from Montreal to New York, which was inaugurated yesterday.

Attached to the cub was a greeting and message from the Mayor of Montreal to the mayor of New York. Fifty Canadian planes acted as a preliminary escort to the mail plane.

A regular air mail and passenger service, between Toronto and Montreal, has also been inaugurated.—Reuter.

JURY SYSTEM

JAPAN ADOPTS AFTER FIVE YEARS

EMPEROR INTERESTED

Tokyo, Yesterday.

After five years' preparation since the promulgation of the law on this subject, the jury system has been instituted throughout Japan.

To mark this important change in the country's judicial system the Emperor, accompanied by high officials, visited the Department of Justice, the Supreme Court and the Tokyo Local Court and inspected the arrangements.

While the Emperor was returning from his visit to the Tokyo District Court a man wearing workman's clothes attempted to present a petition, but was arrested before he reached his Majesty. The police are examining the man, but the nature of the appeal has not yet been revealed.

The Petition

Later.
It is learned that the man who attempted to appeal to the Emperor desired to request his Majesty's good offices in raising the standard of living of the poor.—Reuter.

BRIDGING THE GAP

CANTON-HANKOW RAILWAY BUILDING LOAN

Hankow, Yesterday.

General Li Tsung-yen, in a memorandum to the Wu-Han division of the Central Political Council of the Nationalist Government, recommends the flotation of a public loan of \$50,000,000 as construction expenses for the completion of the Canton-Hankow railway.—Reuter. [Note: The centre of the line between Canton and Hankow has not been built.]

CARE OF WOUNDED

NORTHERNERS IN PEKING HOSPITALS

Peking, Yesterday.

Through the exertions of the Peking police and Chen Shih-chang of the Hankow forces here, the wounded Northern soldiers were removed from Chienmen station and have been distributed among the various hospitals including the Peking Union Medical College, not however, before many had died from exposure and lack of attention to their wounds.—Reuter.

PACT EXPLAINED

PREMIER ON GRECO-ITALIAN AGREEMENT

London, Yesterday.

M. Venizelos the Greek Premier, had an interview this morning with Mr. Baldwin, Lord Cushendun, the Acting Foreign Secretary and high officials of the Foreign Office. It is understood that the Greek Premier explained the details and the intention of the pact of amity and arbitration recently signed by Greece and Italy.—British Wireless Service.

London, Yesterday.—H.M. the King has approved of the following appointments:—Mr. Charles Bantick, Minister at Addis Ababa to be Minister at Lima, and Mr. Sydney Waterlow, Minister at Bangkok to be Minister at Addis Ababa.—British Wireless Service.

At the age of 57, Mr. E. J. Wastlake is still working at the tall gates of the Grand Fleet, Western Super-Mare.

A STEP NEARER SALT PAYMENTS

SERVICE ON LOANS

INSTRUCTIONS FROM NANKING TO PEKING

MUST BE SENT ANNUALLY

Peking, Yesterday.

The Divisional Council in Peking of the Nationalist Government has received and hopes that the Provincial authorities have also received to-day a telegram from the Nationalist Central Government at Nanking informing them of the Salt Loans decisions.

The telegram received by the Peking Divisional Council states that the earmarking of \$10,000,000 per year for Loan service commences to-day and that the money must be forwarded during the year in twelve instalments to Nanking.—Reuter. [Note: The Nationalist Government has decided to apportion \$10,000,000 from Salt revenue each year for the service of Loans secured on salt revenue.]

"IN WANCHAI"

DEFENDANT TELLS AN INTERESTING STORY

SCEPTICAL MAGISTRATE

A Chinese, who was charged at the Kowloon Court to-day with the possession of certain articles of clothing suspected to have been stolen, said that he had found, while walking in Wanchai, two pawn tickets, from which he had redeemed the clothing in question.

The Magistrate, Mr. W. Schofield, remarked that it was very peculiar that defendant should redeem clothing that were obviously women's garments. Defendant said that he had obtained them without seeing what they were or even questioning the pawnbroker.

Pressed by the prosecution why he had obtained women's garments, defendant replied that he could not read. The Magistrate then enquired how he knew which shop to go to, and defendant replied that he had asked a foreman, named Li On, who could read.

After further questioning, the Magistrate remarked that it appeared very likely to him, that someone had stolen the clothing and, having pawned them, given the tickets to defendant. A fine of \$10 or 14 days' jail was imposed.

MR. J. W. MATTHEWS

FUNERAL AT HAPPY VALLEY

LARGE GATHERING

The late Mr. J. W. Matthews, A.M.I.N.A., chief ships' draughtsman of the Kowloon Docks, whose sudden death at the Station Hotel, Kowloon, was reported in yesterday's "China Mail," was buried at the Protestant Cemetery, Happy Valley, last evening.

The coffin, which was brought over from Kowloon, in a Kowloon Dock launch, was disembarked at Queen's Pier at 4.30 p.m., and transferred to the hearse, which proceeded to the cemetery followed by a large number of the deceased's friends and colleagues of the Kowloon Dock. At the Cemetery, the cortege was met by many other mourners awaiting there.

The burial service was conducted at the graveside by the Rev. W. Walton Rogers, of St. Andrew's Church, Kowloon.

Among those present were Mr. B. M. Dyer and Mr. F. E. G. Munn as chief mourners. Messrs. Munn, Craig, Pearson, Wilson, McLagan and Nicholls acted as pall bearers. Others attending were Messrs. Bliss, Owen, Gow, Cock, Forsyth, McIntosh, Dick, Henderson, Lapley, McIntosh, Church, Eastman, Duncan, Rattray, Keith, White, Bell, B. Church and Brown, together with representatives of the Kowloon Football Club, Kowloon Bowling Green Club, Kowloon Dock Recreation Club and local Masonic Lodges. The wreath from "May" (deceased's wife) was buried with the coffin. Other floral tributes were from "Jean and May" (daughters), "Mother and Father," Kowloon Dock Staff, Kowloon Bowling Green Club, Kowloon Football Club, Engineers and Shipbuilders, Superintending and Chinese Navigation Company, Government, Marine.

At the age of 57, Mr. E. J. Wastlake is still working at the tall gates of the Grand Fleet, Western Super-Mare.

THE NEW TIN TRUST

RUSH FOR SHARES

1 1/4 MILLION SUBSCRIBED AT OPENING

THE TRUST'S AIMS

London, Yesterday.

The subscription list in the London Malayan Tin Trust closed almost immediately.—Reuter.

16 Companies to be Absorbed
A British Wireless message, dated London, October 1, states that the subscription lists were opened this morning for 1,249,000 shares of one pound at par in the London-Malayan Tin Trust, which has been formed by the Anglo-Oriental Mining Corporation in association with the London Tin Syndicate to acquire large shareholdings in 16 important tin dredging companies operating in Malaya and also the whole of the issued capital of the Anglo-Malayan Tin Company.

Owing to the heavy over-subscription the lists were closed at ten o'clock.

In the prospectus it is intimated that important negotiations are in progress with other leading eastern dredging groups, and it is intended to aim at a unification of policy and management over the widest possible area within the eastern tin fields.

IN EXCESS

WHAT THE CAPTAIN COULD NOT DO

\$100 FINE

The question of the acceptability of the passenger certificate of a vessel formed the topic of an argument at the Marine Court this morning.

Captain H. A. Johnson, master of the s.s. "Shun Chih" (Chinese) was summoned for unlawfully arriving within the waters of the Colony on Sept. 28, having on board a large number of passengers than that allowed by his certificate.

Mr. C. H. Thompson, boarding officer of the Harbour Department, prosecuting, deposed that he went on board the s.s. "Shun Chih" together with others. The vessel was at that time mooring outside Green Island.

On counting the total number of passengers on board, he found that there were 327 adults, 66 children (counted as 33 adults) and 75 of a crew.

The clearance from Saigon was produced while the master of the vessel stated that he had cleared with 300 passengers.

Captain H. A. Johnson stated that when he cleared at Saigon he reported the approximate number of passengers on board and the authorities there had verified the exact number before the vessel departed. Defendant also pointed out that the vessel would not have been allowed to leave the last port if there had been excess passengers on board.

The Saigon passengers' certificate was also produced and the defendant contended that he had acted according to French regulations. He denied that he had committed an offence.

According to the prosecution, when the s.s. "Shun Chih" was surveyed at the beginning of last month, she was allowed to carry 212 passengers and therefore the excess in this case was 145.

Mr. M. K. Lo, for the defence, argued that since the vessel had been cleared at Saigon, it was thought that it would be accepted here. But since the Saigon authorities allowed the vessel to carry 336 passengers and as Hong Kong only allowed her to carry 212, it would be barbarous for the captain to throw the passengers overboard when the vessel arrived here.

If the French certificate was denied, it would be a reverse decision of the Court. Mr. Lo agreed that there were 145 passengers of excess on board and it was then pointed out that all vessels arriving in the Colony should be cleared under the regulations of this Colony. Commander J. B. Newell, D.S.O., R.N., ordered

Phone C. 22 FOR CLASSIFIED ADVERTISING

Twenty-five Words three insertions prepaid \$1. Every additional word four cents for three insertions.

FOR SALE.

FOR SALE.—Hardwood lighter "Carolina." Good condition. Capacity 500 tons. Dimensions, length 135 ft., beam 30 ft., depth 11 ft. 8 in., draft light 3 ft. 6 in., loaded 9 ft. Apply to Standard Oil Company of New York, Union Building.

TO LET.

TO LET.—Offices to be let in Queen's Road, Central. Apply to E. D. SASSOON & Co., Ltd., French Building.

EUROPEAN FLATS TO LET AT MODERATE RENTAL BRAEMAR TERRACE.

Between Ming Yuen Gardens and Quarry Bay overlooking Lyceum Pass. Three rooms, closed in verandah, two bath rooms, modern sanitation hot and cold water, electric light, excellent kitchen, copper, servants' quarters, amah's room, &c. Available from 1st November, 1928. Apply to: Messrs. BUTTERFIELD & SWIRE, Sugar Book Office.

HOME TUITION.

WESTOVER — STEVENAGE. Within an hour from London. In healthy neighbourhood. SCHOOL FOR GIRLS and SMALL BOYS. A few Boarders received in the House of the Principal. Individual care and attention. For Particulars apply to:

MISS RUTH CULLEY (Camb. Higher Local). (Camb. Teachers' Diploma). MISS GERTRUDE TURNER (National Frodel Higher Certificate).

MISCELLANEOUS

YOUR VISITING CARDS neatly and promptly printed. — "China Mail" Office, No. 3a, Wyndham St., Telephone Central 22.

SPORTING GUNS AND ACCESSORIES.

GUNS:—Greener, Webley & Scott, B.S.A., J. W. Needham & Rake Freres — Air Rifles — Revolvers. S. & W. Rifle Accessories. Apertures. Sight-Spotting. requisites Cartridges to suit all bore.

THE HONG KONG SPORTING ARMS AND AMMUNITION STORE. 5-6, Beaconsfield Arcade.

PHOTO - SUPPLIES

Kodaks and Cameras. Films, Plates and Papers, etc. Developing, Printing and Enlarging.

ZIESS and BUSCH FIELD GLASSES

Price Moderate.

A Trial Order is Solicited.

A. SEK & CO.

Tel. No. C. 3459.
26A, Des Voeux Road C., Hong Kong.

NOTICE TO SHIPOWNERS, MASTERS & AGENTS.

The Yuen Wo Seamen's Institute always has men available to ship as watchmen, seamen, &c.

Our men are employed by the leading passenger lines. We guarantee satisfaction.

Please phone or call:—
K.061—No. 2, Saigon Street, Yuen Wo.
C.2560—No. 36, Tung Ma Street.

NOTICES.

REMOVAL NOTICE.

I HAVE This Day removed my Office to Kayamally Building, Queen's Road Central.

A. E. HALL,
Solicitor.

Hong Kong, Oct. 1, 1928.

NOTICE.

GARRISON SCHOOL SWIMMING SPORTS. V.R.C. Baths. Entries for Old Scholars' Handicap (3 lengths) should be sent to the Headmaster. Post entries will be accepted. This race is timed for 12 noon.

Hong Kong, 1st October, 1928.

NOTICE.

D. ASGER, DENTAL SURGEON, has removed his office to KAYAMALLY BUILDING, 20/22, Queen's Road Central. Hong Kong, 1st Sept., 1928.

THE CANTON INSURANCE OFFICE, LIMITED.

NOTICE.

NOTICE IS HEREBY GIVEN that Scrip Certificate No. 4880 with respect to 5 Shares numbered 386/390 in the above Office, standing in the name of Mr. LI MAN-TUNG of Hong Kong, has been LOST, and should the same not be produced before the 15th October, 1928, a New Scrip Certificate will be issued in favour of the said Mr. LI MAN-TUNG, and no transaction taking place under the Old Scrip Certificate will be recognised by the Office.

JARDINE, MATHESON & CO., LTD.,
General Agents.
Hong Kong, 1st October, 1928.

MACAO RACES.

DRAFT PROGRAMMES and ENTRY FORMS for the TENTH EXTRA RACE MEETING to be held on SUNDAY, 14th October, 1928 (weather permitting), may be obtained from the I.R.C. Macao, Causeway Bay Stables and Rotor Advertising Co. Entries CLOSE at Macao 2.30 p.m., WEDNESDAY, 3rd October, 1928.

HONG KONG JOCKEY CLUB.

THE SIXTH EXTRA RACE MEETING will be held (weather permitting) at Happy Valley on SATURDAY, 6th October, and on MONDAY, 8th October, 1928, commencing at 2.30 p.m. on both days.

The first bell will be rung at 2 p.m. The charge for admission to the Public Enclosure will be \$1 per day for all persons including Ladies.

Soldiers and Sailors in uniform half price. Members are advised that they must show their Badges to obtain admission to the Members' Enclosure.

Each member has the right to introduce 2 non-members to the Members' Enclosure, tickets for whom can be obtained from Messrs. Linstead & Davis at \$5 each per day up to Friday, 5th October, 1928.

The charge for admission for Ladies to the Members' Enclosure will be \$2 per day.

Each member can obtain, upon application to the Secretary, Badges for admission of 2 Ladies free of charge. Bookmakers, Tie Tac Men, etc., will not be permitted to operate within the precincts of the Hong Kong Jockey Club during the Race Meeting.

Hong Kong, 29th Sept., 1928.

"CHINA" LADIES' HAIR DRESSING SALOON.

Head Office:—25, Des Voeux Road Central. Tel. C. 6234.

First Branch:—No. 6, D'Almeida Street.

(For Ladies only.) (Telephone No. C. 6234)

Second Branch:—No. 22, Queen's Road Central.

(For Ladies & Gents.) (Rear Ground floor of Kayamally Building.)

Your Visit is cordially welcomed when you will see that our Trained Female Hair Dressers give you

Female every satisfaction.

Business Hours:—

8 a.m. to 7 p.m. on week days.

12 noon to 6 p.m. on Sundays.

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NOTICES.

ROYAL HONG KONG YACHT CLUB.

"TREVESA" TROPHY.

THE TENTH BI-ANNUAL RACE for SHIPS' Lifeboats will be sailed on WEDNESDAY, the 31st October next, starting at 4 p.m. Each ship may enter any number of boats.

COURSE:—Start from Channel Rocks, thence to Kowloon Rock (P), Mark off Yacht Club (S), Cust Rock Gas Buoy (P), finish at the Yacht Club across the line from West to East.

Competing boats should be in position at the starting line by 3.30 p.m.

Ships proposing to enter boats are requested to notify the Hon. Secretary, Royal Hong Kong Yacht Club, not later than noon, on the 31st October.

R. J. VERNALL,
Hon. Secretary, R.H.K.Y.C.
Hong Kong, 2nd October, 1928.

THE CHAMBER CONCERTS.

At the Helena May Institute will commence on THURSDAY, October 25th, at 6.30 and will continue throughout the Winter Season on the 2nd and 4th Thursdays of each month.

Open to the Public. Non-members Tickets .50 cts. Members — Servicemen and Children .30 cts. Tea (at 4.30) .30 cts.

LAMMERT BROS.

AUCTIONEERS, APPRAISERS AND SURVEYORS.

Public Auctions.

THE Undersigned have received instructions to sell by Public Auction

ON

TUESDAY, the 2nd October, 1928,

commencing at 5.15 p.m.

at their Sales Room,

Duddell Street.

A Valuable Collection of

POSTAGE STAMPS.

(Particulars from Catalogue.)

On View from Monday, the 1st October, 1928.

Terms:—Cash on Delivery.

LAMMERT BROS.,

Auctioneers.

Hong Kong, 26th Sept., 1928.

THE Undersigned have received

instructions to sell by Public

Auction

ON

WEDNESDAY, 3rd October, 1928,

commencing at 11 a.m.

at No. 4, King's Terrace,

Nathan Road, Ground Floor,

Kowloon.

A Quantity of

VALUABLE HOUSEHOLD

FURNITURE.

(Particulars from Catalogue.)

On View from Tuesday, the 2nd

October, 1928.

Terms:—Cash on delivery.

LAMMERT BROS.,

Auctioneers.

Hong Kong, 27th Sept., 1928.

THE Undersigned have received

instructions to sell by Public

Auction

ON

FRIDAY, the 6th October, 1928,

commencing at 2.30 p.m.

at their Sales Room,

Duddell Street.

A Large Quantity of

VALUABLE HOUSEHOLD

FURNITURE.

Comprising:—

Teak Hatstand, Roll and Flat

Top Desks, Velvet and Tapestry

Covered Couches and Armchairs,

Electric Table Fans, Carpets, Rugs,

Pictures, Oil Paintings, Brass Ornaments and Curios, etc., etc.

Teak Dining Tables, Dining

Chairs, Sideboards, Dinner

Wagons, Ice Chests, Dinner

Crockery, Glass Ware, Cutlery and Cooking

Utensils, etc., etc.

Brass, Iron and Teak Bedsteads,

Wardrobes with Glass Doors,

Marble Top Washstands, Chest of

Drawers, Chamber Stands, Toilet

Crockery, Blankets, Curtains, etc.,

etc., etc.

also

A Quantity of

BLACKWOOD FURNITURE

and

One Very Fine Teak Dining

Room Suite by Lane, Crawford,

Ltd.

One Piano Player and Records

Three Gramophones

One Enamelled Bath

One Wall Clock by Chas. J.

Gaupp & Co.

Two Iron Safes.

Catalogues will be issued.

On View from Thursday, the 4th

October, 1928.

Terms:—Cash on Delivery.

LAMMERT BROS.,

Auctioneers.

Hong Kong, 1st October, 1928.

WITH ARCHIBALD

A FEW MORE CAMPING OUT ADVENTURES.

PLUMPTON'S PECULIARITIES.

With the best people intentions in regard to camping out on the morrow, Archibald and I retired to our beds in the plateau, and it was, perhaps, the stern resolve henceforth to lumber in our collapsible cots at night that made the vicarage bed so exceedingly comfortable to me.

Archibald, before retiring, had impressed upon me the necessity for an early morning start, and it was with a profound sense of guilt that I awoke suddenly, found the sun streaming in at my window, looked at my watch and discovered that it was 7 o'clock!

Leaping from my bed, I opened the door of Archibald's room and found him still slumbering. Then I went back to bed, feeling much better. We breakfasted with the vicar at 9 o'clock, and when I reminded Archibald privately about the early morning start he had ordered, he said: "Early, old chap, is an elastic term. Let's stretch it a bit this morning, what?"

I was more than willing, despite the fact that the blacksmith had called to report Marmaduke quite fit again and ready for the road. It was a warm day, and the Old World garden of the vicarage was a delightful place in which to linger.

The smooth lawn with its border of sweet-scented flowers stretched at our feet as we sat in our garden chairs beneath an ancient oak through whose branches the sunlight filtered and made fantastic shadows on the green carpet below.

It was very restful there, and the presence of our kindly host made it quite easy to stretch that elastic term "early" to any absurd length. The vicar seemed in no hurry to speed our departure. Indeed, he began to urge us in his gentle way to remain over the week-end.

The fact that he had found Archibald to be a worthy opponent at the chess-board contributed, no doubt, to his desire for us to stay, but I fancy that his kindly hospitality would have found expression regardless of the ancient game.

Archibald wavered as the vicar pressed us to remain. The restful charm of our temporary environment was sinking as deeply into his consciousness as mine. Camping out, as compared with camping in with the vicar, hung in the balance for a few minutes with the odds in favour of camping-in. To go or stay rotated in our thoughts as a problem difficult to solve. Then a little diversion occurred trifling in itself, but it solved our problem suddenly and violently.

A servant came across the lawn and handed the vicar some letters and pamphlets which the country postman had just left.

From Pudboro

"Ah," said the vicar, as he stripped the wrapper from one of the pamphlets and opened it; "this is the Parish Magazine of my friend the vicar in Pudboro. That's in your part of Sussex, Mr. Plumpton."

"Oh, quite," replied Archibald, "I know the vicar very well."

"And he seems to know you very well also," said the vicar, smiling. "Here is something about you in his magazine. 'The meeting of the Pudboro Poultry Association on June 9 promises to be an auspicious occasion, especially since Mr. Archibald Plumpton will preside. Mr. Plumpton's reputation as a humorous speaker, so happily established at the Bazaar in aid of the New Parish Pump Fund, insures that the Poultry Association meeting will be made interesting and even enjoyable, and—' 'One moment,' interrupted Archibald, tensely, rising from his chair, 'would you mind repeating the date of the poultry meeting?'

"June 9?" replied the vicar.

"What day is this?" asked Archibald.

"Saturday," I said.

"The date, I mean!" exclaimed Archibald.

"Why—why, dear me!—This is the 9th!" said the vicar.

Archibald with a groan sank back into his chair. "I thought the meeting was to be on the 19th! My appointment book, in which I jotted it, is at home, but I had it fixed in my thought that it was on the 19th, not the 9th! Here we are at least 150 miles from Pudboro, and the meeting starts at 3 o'clock this afternoon!" He groaned again.

"Never mind," I said, "the meeting of course won't be as interesting as the Parish Magazine intimates, but think of your escape from having to live up to your humorous reputation!"

"You don't understand old chap," said Archibald, "the biggest affair that Pudboro has ever had. Why, Prof. Cadwallader Featherston of California, the world's greatest 'flying' authority on chickens, is to be our guest and address the meeting and—' 'I was to introduce him and entertain him over at my home. And I must have told my wife that he was to be on the 19th, for she is a patch of pine woods by the side of the road, and all which flows a stream that is some of the simplest things I've ever done, but—' 'Archibald's emotion over-gave him, and he came into the vicarage and paced the lawn. The vicar murmured his

sympathy. I looked at my watch—it registered 10.30. I sprang from my chair.

"What Speed?"

"See here, Archibald," I said, "what speed can Marmaduke really evolve?"

"Speed!" echoed Archibald, halting, "why anything up to—what do you mean?"

"We've got four and a half hours before the meeting. Can we do it?" Archibald's face lit up, and he gripped my shoulder.

"Do it? Of course we can do it! We've got to do it! Thanks, old chap, I forgot Marmaduke for the moment." He turned to the vicar.

"Please forgive us for hustling away like this. We shall never forget your kindness, and when you are near Pudboro, ask anybody where my place is, and give me an opportunity of returning your hospitality. I'd love to stay the week-end, but—er—unless you are interested in poultry, you can't quite understand my feelings. Why, Professor Featherston is the man who invented the famous slogan: 'An egg a day makes a chicken pay.' He's a wonder, an absolute wonder—where is my hat—oh, thank you so much. Good-by—good-by—remember to look me up when—"

We left the vicar standing at his gate, and a few minutes later, as Marmaduke roared up the hill out of the village, he raised his hand in kindly benediction.

One hundred and fifty miles from Pudboro—could we do it by 3 o'clock? With a modern, medium-powered car, there could be no question about it, but Marmaduke was not a modern car, and although Archibald's confidence never wavered, mine did at first. But as we struck a main road to the east, and Marmaduke began to reel off the miles, I finally became convinced that he would do it. It was not a pleasant journey, however. Archibald is a skilled driver, but as we roared, pounded and swayed along the road, he began to rehearse the speech he intended to make, and at one point he removed his hands from the wheel in order to gesticulate. It was a tense moment, in which Marmaduke lost his head and swerved madly.

"You do the speaking, and let me gesticulate!" I gasped.

"Sit tight, old chap, it's all right," said Archibald, grinning. "By the way, do you think Professor Featherston would object if I introduced a little humour in my remarks? I thought of quoting: 'Birds of a feather flock together.' Do you see? Featherston and chickens. What?"

"Is the Professor gifted with a sense of humour?" I asked.

"I don't know, but his parents must have been to name him Cadwallader. I think I'll risk it."

After a mile or so we stopped to fill the petrol tank, and once we thought of stopping for lunch, but a glance at the clock on the dash settled that thought. On, on, on we sped until, weary, dusty and hungry we turned at last into the busy market square of Pudboro. It was just ten minutes to 3 o'clock.

"We've done it!" exclaimed Archibald with a gasp as he stopped the car in front of the town hall and relaxed his grip on the steering wheel. "We're just in time—park the car over there by the store, and come into the hall."

He stumbled stiffly from the car and disappeared into the building, but I had barely time to turn Marmaduke around before Archibald reappeared.

"There's no one in the hall!" he announced huskily. "Can it be that I—"

"Ah, Mr. Plumpton," cried a voice behind us. We turned. The portly form of the vicar of Pudboro stood before us. With a genial smile on his countenance, he shook our hands and continued: "I see by your car's paraphernalia, and impediments, that you are just off on a camping tour. How interesting, and how much I would like to accompany you! To get nearer to nature's heart! Ah, primitive life in the great outdoors appeals to all of us. But don't forget your meeting here on the 19th. I am looking forward to hearing your speech."

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TAKING CARGO ON THROUGH BILLS OF LADING TO
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK
SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES.

BRINDISI, VENICE & TRIESTE\$72.10.0
LONDON\$30.0.0.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE & MOJI.

From Hong Kong.

M.V. "VIMINALE".....Sails on or about 11th October
M.V. "ESQUILINO".....Sails on or about 8th November
M.V. ROMOLO.....Sails on or about 6th December

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.

From Hong Kong.

M.V. "REMO".....Sails on or about 16th October
M.V. "VIMINALE".....Sails on or about 18th November
M.V. "ESQUILINO".....Sails on or about 11th December

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£120, £112, £110, £102, £83, via San Francisco.
G\$440, G\$420, via Japan and Seattle.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

TAIYO MARU.....Wednesday, 17th October.

TENYO MARU.....Tuesday, 30th October.

KOREA MARU.....Tuesday, 13th November.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM via

Singapore, Penang, Colombo, Suez.

FUSHIMI MARU.....Saturday, 6th October.

HAKOZAKI MARU.....Saturday, 20th October.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU.....Wednesday, 24th October.

MISHIMA MARU (Calls Zamboanga).....Wednesday, 21st November.

BOMBAY via Singapore, Penang, & Colombo.

AWA MARU.....Thursday, 11th October.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,

Mexico & Panama.

RAKUYO MARU.....Monday, 12th November.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

KANAGAWA MARU.....Tuesday, 9th October.

NEW YORK AND BOSTON via PANAMA.

*TOBA MARU.....Sunday, 21st October.

LIVERPOOL via Port Said, Genoa, & Marseilles.

*LIMA MARU (Calls Glasgow).....Sunday, 21st October.

CALCUTTA via Singapore, Penang, & Rangoon.

*GENOA MARU.....Monday, 8th October.

*TOKUSHIMA MARU.....Friday, 19th October.

NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU.....Thursday, 18th October.

SHANGHAI, KOBE & YOKOHAMA.

*TOYOOKA MARU.....Wednesday, 3rd October.

HARUNA MARU.....Monday, 15th October.

*TSURUGA MARU.....Tuesday, 16th October.

*Cargo only.

Subject to alteration without notice.

For further information apply to:-NIPPON YUSEN KAISHA.

Tel. Central No. 292 (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP-Via Singapore

Colombo, Suez and Port Said.

ALASKA MARU.....Thursday, 11th October.

RIO DE JANEIRO, SANTOS & BUENOS AIRES-Via Saigon, Singapore,

Colombo, Durban & Cape Town.

LAPLATA MARU.....Friday, 26th October.

BONHAY-Via Singapore & Colombo.....Thursday, 4th October.

SHUNKO MARU (Calls at Karachi).....Friday, 19th October.

BORNEO MARU.....Friday, 19th October.

DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR AND

MOMBASA-Via Singapore and Colombo.

PANAMA MARU.....Thursday, 1st November.

CALCUTTA-Via Singapore, Penang and Rangoon.

SEATTLE MARU.....Thursday, 25th October.

VICTORIA, SEATTLE, TACOMA & VANCOUVER-Via Shanghai and

Japan ports.

ALABAMA MARU (from Kobe).....Sunday, 7th October.

MELBOURNE-Via Manila, Brisbane & Sydney.

*BURMA MARU.....Monday, 8th October.

HAIPHONG-Via Hanoi & Pakol.....Monday, 8th October.

*MENADO MARU.....Thursday, 11th October 10 a.m.

NEW YORK-Via Japan ports, San Francisco & Panama.

JAPAN PORTS.

ANDES MARU.....Saturday, 6th October.

KASADO MARU.....Wednesday, 10th October.

KEELUNG-Via SWATOW & AMOY.....Sunday, 7th October, noon.

HOZAN MARU.....Sunday, 7th October, noon.

TAKAO-Via SWATOW & AMOY.....Thursday, 4th Oct. Noon.

DELI MARU.....Thursday, 4th Oct. Noon.

TAKAO & KEELUNG.....Wednesday, 17th October.

SOURABAYA MARU.....Wednesday, 17th October.

For further particulars please apply to:-OSAKA SHOSHIN KAISHA.

Tel. Central No. 4088, 4089, 4090.



SHIPPING SECTION.

LOCAL SHIPPING

TO-DAY'S ARRIVALS AND DEPARTURES

Linan (1,356) British, from Shanghai-B. & S.-37 passengers, 412 tons general cargo for Hong Kong, 980 tons (through).
Luchow (1,221) British, from Shanghai, Amoy-B. & S.-40 passengers, 650 tons general cargo for Hong Kong, 750 tons (through).
Sarpedon (6,921) British, from Dairen, Shanghai-B. & S.-30 passengers, 90 tons general cargo for Hong Kong, 4,929 tons (through).
Pennyvania (3,522) American, from Portland, Ore, Manila-Col. Pacific Co.-820 tons general cargo for Hong Kong, 4,999 tons (through).
Pres. Lincoln (3,359) American from Manila-Dollar Line.-37 passengers, 148 tons general cargo for Hong Kong, 2,315 tons (through).
Cremor (2,785) Dutch, from Belawan, Deli, Singapore-J.C.J.L.-2,192 passengers, 691 tons general cargo for Hong Kong, 193 tons (through).
Salabangka (4,100) Dutch, from Vladivostok-J.C.J.L.-1 ton general cargo for Hong Kong, 2,573 tons (through).
Genzan Maru (1,985) Japanese, from Port Redon-M.B.K.-4,500 lime stone for Hong Kong.
Amagisan (2,903) Japanese, from Sumail, Milke-M.B.K.-3,300 tons general cargo for Hong Kong.

Taiser Maru (1,363) Japanese, from Canton-M.B.K.-2,278 tons coal for Hong Kong.
Tak Hing (101) Chinese, from Macao-Hoo Hing Co.-80 tons general cargo for Hong Kong.

Departures

For Canton:-Hopsang.
For Swatow:-Anking, Svala, Hiram.

For Macao:-Tak Hing.

For Shanghai:-Meriones, Borneo.

For Singapore:-Japan.

For K. C. Wan:-Wong Lee.

For Amoy:-Talmia.

Clearance.

For Swatow:-Lushan Maru.

For Shanghai:-Pres. Lincoln, Lahore.

For Canton:-Taiser Maru, Yunnan.

For Haiphong:-Song Bo.

For K. C. Wan:-Sun Kong.

For Keelung:-Siberia Maru.

For San Francisco:-Pennsylvania.

For Bangkok:-Havdrot.

For Hoihow:-Chinhua.

For Haiphong:-Hoong Hoi, Proteus.

Arrivals Departures In Port

British 5 26

Norwegian 0 2 8

Japanese 3 0 5

Chinese 1 2 15

Dutch 2 0 6

American 2 0 2

Swedish 0 1 0

Portuguese 0 0 2

French 0 0 2

Danish 0 0 1

11 10 67

MOVEMENTS OF STEAMERS

The C.P.S. R.M.S. "Empress of Asia" from Hong Kong on Sept. 23, arrived at Vancouver on Sept. 23.

The B. I. s.s. "Takada" left Amoy for this port yesterday and is due here this afternoon.

The Ben Line s.s. "Benmacduh" from Middlesbrough, Antwerp, London and Straits left Singapore for this port on Sept. 30, and is due to arrive here on Oct. 6.

The s.s. "Benares" (Swedish East Asiatic Co., Ltd.) left Southampton on August 26, and is due here on or about October 8.

The C.P.S. R.M.S. "Empress of Russia" left Vancouver for Hong Kong via Japan ports and Shanghai, on Sept. 27, and is due here on Oct. 15. She will sail for Manila on Oct. 16 at 5 p.m.

CONSIGNEES' NOTICES

Consignees of Cargo ex s.s. "Benavon" are reminded to take delivery of their goods which will be subject to rent after Oct. 3.

Consignees of Cargo ex M.V. "Africa" are reminded to take delivery of their goods which will be subject to rent after Oct. 4.

Consignees of Cargo ex M.V. "Birchbank" are reminded to take delivery of their goods which will be subject to rent after Oct. 4.

Consignees of Cargo ex s.s. "City of Glasgow" are reminded to take delivery of their goods which will be subject to rent after Oct. 6.

The s.s. "Anking" reports that a coole member of the ship's crew expired yesterday from an unknown cause. It is officially stated that his death was in no way connected with the piracy.

NEW P. & O. BERTHS

SOUTHERN BRANCH OF TILBURY DOCK

The change to be made by the P. and O. Company in the autumn season to new berth in the southern branch of Tilbury Dock will be found to present considerable advantages. Berths for the ships are provided at a quay 2,200ft. in length, immediately adjacent to, and in direct line with, the new lock. Along the whole length of this quay there will be a platform for the arrival and despatch of the special trains by which passengers are conveyed from or to London.

In a central position, and close to the steamer berths, are the new dock offices of the company, which include a large and well-equipped waiting room for passengers. In addition, there are motor parking places, approached by a broad road with a good surface, which has been laid down by the Port of London Authority between the main gates and the P. and O. quay. This road will give easy access to the ships for motor lorries, whose loading and discharge will be accelerated by the greater convenience of the new site, and for cars conveying passengers from town or to be sent to the dock for shipment abroad. The new quays are of great width, and are equipped with numbers of the most modern types of electric crane.

The directors of the P. and O. Company are known to hold the view, states "The Times," that their share of the considerable expenditure on the new arrangements will be justified by the great gain secured in convenience to both passengers and shippers of cargo.

LACK OF HARBOURS

BEYROUT IS SYRIA'S ONLY PORT

A report on the trade, industry and finance of Syria by Mr. H. E. Satow, O.B.E., H.M. Consul-General, Beyroul, published by the Department of Overseas Trade, contains the following details of the port facilities in the country.

There is still only one port in Syria in the true sense of the word, and that is at Beyroul. Plans are in hand for its enlargement, and for some time past work has been proceeding on the widening to a very considerable extent of the eastern arm, which has entailed the removal of a large rocky hillock from which material for filling in has been taken. A year or so ago the greater part of the Port Company's sheds were burned. Some temporary buildings have been put up on part of the old site, of which the rest has at last been cleared, but it is not apparently decided what definite arrangements will be made. Possible advantage will be taken of the opportunity to build a new main railway station. At present the railway station proper is almost outside the town, while passengers for Beyroul descend in much confusion on the quay near the Custom House.

As regards the other ports on the coast, Tripoli is an open roadstead with a wooden jetty alongside which lighters can come; and Alexandretta has small boat-harbour, a fact which hardly seems to entitle the port authority (the "Societe d'Enterprises") to claim a monopoly of all landing operations, which are performed by lighters in an open roadstead. At Lattakia it is intended to improve the existing small port for sailing vessels by the building of a 200 metres long jetty and by dredging to a depth of 7 metres. This scheme will, it is hoped, be completed in the course of 1929.

ENGINES OF THE "AUGUSTUS"

London, August 23.

Inquiries in authoritative quarters in London indicate that the rumours which have been current in shipbuilding circles abroad that the N.G.I. liner "Augustus" was to have her Diesel engines removed and turbines fitted are unfounded.

The "Augustus" has four main engines of the M.A.N. double-acting two-stroke type, operating at a normal speed of 120 r.p.m. with a total output of 25,000 b.h.p. On trials, a maximum output of 28,800 b.h.p. was obtained at 127 r.p.m.

During an early voyage of the vessel four piston rods broke owing to the fact that they had been wrongly heat treated. The "Augustus" had to return to port, and then the M.A.N. Company fitted new piston rods which have proved quite satisfactory, and two round voyages have since been made. The "Augustus" arrived in Genoa on August 16 after a very good run from South America.

THE CLYDE

COMPLETING GLASGOW'S NEW DOCK

TRUSTEES' INSPECTION

More than ordinary interest is attached to this year's inspection of Glasgow Harbour by the Clyde Navigation Trustees. The inspection was to take place on September 11; and on that occasion the chairman of the Trust Sir William Raeburn, Bart., was to lay the last copestone on the quay walls of the large new dock which the Trustees are constructing at Shieldhall, near Renfrew. The inspection and ceremony were to be attended not only by the Trustees, but also by a number of prominent shipowners and others interested in the trade of the port.

The laying of the last copestone marks the approaching completion of No. 1 Basin at Shieldhall, the construction of which was commenced in the spring of 1924. There still remains a certain amount of work to be done, however, before the basin will be ready for shipping traffic. Goods sheds have to be erected, and cranes and other equipment provided.

The new dock is the first instalment of a scheme which, when fully completed, will almost double the present extent of Glasgow harbour and docks. The whole scheme provides for the construction of five basins, but meantime only one is being made, and the other will be undertaken as the trade of the port requires.

The new Shieldhall Dock, which is about half a mile in length and 350 feet in width, will provide nine berths for large liners. The quay walls are designed to afford a depth of 32 feet below low water in the berths, and 44 feet at high water. The cost of the construction of the quay walls, with the dredging of the basin and the provision of goods sheds and road and rail facilities, will probably be not less than £1,500,000. It is the intention of the Clyde Trust that the new dock should be used for the accommodation of the largest class of liners and other overseas vessels which come to the port, and equipment will be provided on the wharves for discharging and loading vessels expeditiously.

River Steamer Berthage

In addition to providing new accommodation for the larger overseas vessels, the Clyde Trustees have also on hand a scheme for the reconstruction of one of the older quay walls in the upper part of the harbour, so as to provide berthage for the fleet of passenger steamers which ply between Glasgow and places on the Firth of Clyde and elsewhere. At present the river passenger steamers are berthed at Broomfield, but owing to the construction of a new bridge there the quay space has been encroached on to a considerable extent. It was therefore decided some time ago to devote the wharf on the north side of the river to the Irish cross-channel steamers, and the coasting steamers trading to Campbelltown.

In order to provide accommodation for the river passenger boats, "Clyde Place" quay is being reconstructed to about 430 feet in length. New sheds for goods and waiting rooms for passengers will be provided, and the quay made suitable for traffic of this description. It is expected that the work of reconstruction will be completed by the spring of next year, so that the quay may be available for traffic at the beginning of next season.

CANADIAN PACIFIC

SHORTEST AND QUICKEST ROUTE ACROSS THE PACIFIC. TO VICTORIA & VANCOUVER.

17 Days Hongkong-Vancouver, 14 Days Shanghai-Vancouver.
11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver.

SAILINGS 1928.

STEAMERS	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
Leave	Leave	Leave	Leave	Leave	Arrive
EMPERESS OF CANADA	Oct. 3	Oct. 6	Oct. 11	Oct. 11	Oct. 20
EMPERESS OF RUSSIA	Oct. 24	Oct. 27	Oct. 30	Oct. 30	Nov. 1
EMPERESS OF ASIA	Nov. 7	Nov. 10	Nov. 13	Nov. 13	Nov. 24
EMPERESS OF FRANCE	Nov. 28	Dec. 1	Dec. 4	Dec. 4	Dec. 15
EMPERESS OF RUSSIA	Jan. 9	Jan. 12	Jan. 15	Jan. 15	Jan. 26
EMPERESS OF ASIA	Jan. 23	Jan. 26	Jan. 29	Jan. 29	Feb. 9
EMPERESS OF FRANCE	Feb. 13	Feb. 16	Feb. 19	Feb. 19	Mar. 2
EMPERESS OF RUSSIA	Mar. 6	Mar. 9	Mar. 12	Mar. 12	Mar. 23
EMPERESS OF ASIA	Mar. 20	Mar. 23	Mar. 26	Mar. 26	Apr. 6
EMPERESS OF FRANCE	Apr. 10	Apr. 13	Apr. 16	Apr. 16	Apr. 27
EMPERESS OF RUSSIA	May 1	May 4	May 7	May 7	May 18

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai)

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FOR CHRISTMAS AND THE NEW YEAR HOLIDAYS "EMPERESS OF FRANCE"

Leaves Hong Kong November 28th, due to arrive Vancouver December 16th. In ample time to enable passengers destined to Canadian or United States ports to reach home for Christmas. For passengers destined to Europe, connection may be made with the s.s. "Montreal" from St. John, December 21st, reaching Liverpool, December 28th.

HONG KONG-MANILA SERVICE.

Leave	Arrive	Leave	Arrive
Hong Kong	Manila	Manila	Hong Kong
Oct. 16	Oct. 18	EMPERESS OF RUSSIA	Oct. 19
Oct. 30	Nov. 1	EMPERESS OF ASIA	Nov. 2

CANADIAN PACIFIC EXPRESS

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OCTOBER SAILINGS

DEPARTURE HOURS:
Hong Kong 5.30 p.m. Wuchow 2.00 p.m.

S.S. "TAI HING"
[1,068 tons-Capt. O. B. Wilks.]

OCTOBER.

WED. 3rd FRI. 19th

MON. 8th WED. 24th

SUN. 14th MON. 29th

S.S. "

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).

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TAKING CARGO FORSTRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
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QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S. S.	Tons	From Hong Kong About	Destination
NOREA	10,953	19th Oct.	Marseilles & London.
KHIVA	9,135	27th Oct.	Marseilles, London & Hull.
MIRZAPORE	6,715	1st Nov.	Straits & Bombay.
KIDDERPORE	5,334	10th Nov.	Straits, Bombay & Karachi.
MACEDONIA	11,120	10th Nov.	Bombay, Marseilles & London.

*Cargo only. *Calls Casablanca.

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BRITISH INDIA-APCAR SAILINGS.

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TALAMBA	8,018	13th Oct.	Singapore, Penang & Calcutta.
TALMA	10,000	27th Oct.	Singapore, Penang & Calcutta.

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EASTERN & AUSTRALIAN SAILINGS (South).

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TANDA	6,555	30th Nov.	Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
ST. ALBANS	4,500	28th Dec.	
ARAFURA	6,600	1st Feb.	

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SAILINGS TO SHANGHAI & JAPAN.

*LAHORE	5,252	2nd Oct.	Shanghai, Meiji, Kobe & Yokohama.
ARAFURA	6,600	12th Oct.	Moji, Kobe, Osaka & Yokohama.
MACEDONIA	11,120	12th Oct.	Shanghai, Meiji, Kobe & Yokohama.
*KIDDERPORE	5,334	12th Oct.	Moji & Kobe.

*Cargo only.

All dates are approximate and subject to alteration without notice.

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S.S. "CITY OF WELLINGTON"	Via Suez Canal	5th Oct.
S.S. "AGAPENOR"	Via Suez Canal	17th Oct.
S.S. "CITY OF RHODOS"	Via Suez Canal	29th Oct.
S.S. "CYPRUS"	Via Suez Canal	4th Nov.
S.S. "CITY OF PERTH"	Via Suez Canal	16th Nov.

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.

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CONSIGNEES.

NOTICE TO CONSIGNEES.
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ANTWERP, LONDON, STRAITS
AND PHILIPPINES.THE Steamship
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CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd October, 1928, will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 17th October, 1928, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd October, 1928, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD., Agents.

Hong Kong, 26th Sept., 1928.

NOTICE TO CONSIGNEES.

"ELLERMAN" LINES.

From EUROPE & SINGAPORE.

THE Steamship
"CITY OF GLASGOW"

having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 5th October, 1928, will be subject to rent.

All Claims against the Steamer must be presented to the Under-signed on or before 12th October, 1928, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesday or Friday, between the hours of 10.45 a.m. and Noon, within the Free Storage period of One Week.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

THE BANK LINE LTD., General Agents.

Hong Kong, 1st Oct., 1928.

NOTICE TO CONSIGNEES.

AMERICAN & ORIENTAL LINE.

From U.S.A.

THE Motor Vessel
"HITCHHANK"

having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 4th October, 1928, will be subject to rent.

All Claims against the Vessel must be presented to the Under-signed on or before 11th October, 1928, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Thursday, 4th October, 1928, at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

THE BANK LINE, LTD., General Agents.

Hong Kong, 29th Sept., 1928.

GREENOCK SHIPYARD

The last launch prior to the closing of the Greenock shipyard of Messrs. Harland and Wolff took place recently when the steamer "Rekar" built to the order of the Harland Steamship Co., was put into the water. It will be remembered that in May last it was announced that the yard would be closed until an improvement in trade and the prospects of the shipbuilding interest was manifest.

This was followed by a letter from Lord Kylsant, the chairman of the company, to the Provost of Greenock, in which it was stated that the decision to close the yard had been arrived at after the most serious consideration of the

GERMAN BUILDING

STETTIN VULCAN WORKS TO
BE CLOSED

SHORTAGE OF ORDERS

In the course of an extensive review of the situation of the German shipbuilding industry, published in "The Journal of Commerce" recently, it was mentioned that the Stettin Vulkan Shipyard was to be closed down and its machinery scrapped. Since the decision to this effect was first announced by the Deschimag, negotiations have been proceeding between that concern and the municipal authorities of Stettin with a view to securing either a reversal of that decision or at least keeping the works partially in operation, so as to avoid the distress which would inevitably be caused by throwing such a large number of men out of employment.

These negotiations, it is now stated, have failed in every respect and the decision of the directors of the Deschimag, it is understood, becomes almost immediately operative. On behalf of the municipal authorities a statement was given to the Press indicating the course which the negotiations had taken. It having become plain that it was hopeless to keep the works open as a whole, an effort was made to keep certain sections in active being. It was hoped that this might apply to the locomotive section. For this a guaranteed production of twenty locomotives per annum was requisite, but the Administration of the Reich Railways could not promise to order more than three to five.

Attention was next given to the foundry. Here it was found that local industry could not promise orders for more than 2,900 tons per annum, and that orders from abroad could not possibly be depended upon. In order to work at a profit, however, the foundry must have contracts for at least 5,700 tons, so that in this respect, also the negotiations came to nothing.

A telegram from Bremen states that according to the "Bremer Volkszeitung" after the launch of the Norddeutscher Lloyd steamer "Bremen" the Aktien-Gesellschaft Weser (a Deschimag concern) handed their notices to 432 of its workmen. This measure was due to the shortage of orders in hand. It is stated the Weser Company is endeavouring to find other opportunities for work and has plans under consideration for taking up locomotive construction.

CREW RESCUED

DIPLOMAS FOR BRITISH
SEAMEN

A presentation was made in mail week by Mr. C. W. Jones, chief superintendent, Mercantile Marine Office, Canning-place, Liverpool, of diplomas awarded by the Italian Government to Joseph O'Leary, Robert S. Gough and Harold Stoddart, members of the crew of the steamer "Ningchow" of Liverpool, for having voluntarily taken part in the formation of a crew who manned the ship's lifeboat and rescued the crew of the barque "Maria Altieri."

The following is the master's account of the rescue:—"On March 13, 1926, about 10 a.m., we sighted the Italian barquentine "Maria Altieri" of Torro del Greco, 280 tons register, flying distress signals. We stood by him, and about 2.15 p.m. he signalled for immediate assistance as he must abandon the vessel, so sent away a boat in charge of Mr. Austin, chief officer, who took the crew-off, master and seven men, and we landed them at Port Said. The vessel was apparently in a sinking condition, and running before the wind all the time and a heavy northerly swell."

In presenting the diplomas, Mr. Jones said:—"It is to your credit that by your gallant action on this occasion you were successful in your efforts that were performed under dangerous and trying circumstances. You have upheld the best traditions of the British Mercantile Marine, and at the same time have shown a good example to the younger generation who have entered, or are about to enter upon a seafaring career. Your conduct is to be commended, and in handing to you these diplomas, I congratulate you upon your brave and gallant deed."

The Italian Consul-General, Liverpool, Signor Alberto Bianconi, spoke and expressed his admiration for the British seamen, and emphasised the point that the services rendered on the occasion of the rescue were most praiseworthy, and on behalf of the Italian Government he thanked them. Mr. Egan, representing the National Union of Seamen, also spoke.

The matter and with the deepest regret. The company had been forced to the conclusion that until a greater number of orders was secured it was absolutely essential to concentrate the work in two yards. Lord Kylsant stated that as soon as the state of the industry warranted and sufficient orders were received the yard would be reopened.

ALBERT MEDAL

GALLANT CONDUCT ON
BATTLESHIP

BRAVE RESCUERS

The King (states the Admiralty in the "London Gazette" of August 8) has approved of the Albert Medal to Lieutenant, Reginald William Armytage, R.N., and Leading Seaman Dick Oliver for gallantry in endeavouring to save life at sea. The following is the account of the services in respect of which the decorations have been conferred:—

On May 23, 1928, whilst H.M.S. "Warspite" was lying alongside a wharf at Malta, an examination of the bulge compartments on the port side aft was being carried out. The manhole door of the lower bulge compartment was removed, and the compartment tested. It was found that the air was foul and poisonous. A chief stoker attempted to enter the compartment, although aware that it was in a dangerous condition, and was immediately overcome by the gas, and fell unconscious to the bottom of the compartment, a distance of about 20 ft. The alarm was given, and Lieutenant Armytage immediately fetched his gas mask and with a life-line round him entered the compartment and reached the bottom, when he was overcome, and rendered unconscious. With great difficulty, owing to the small size of the manhole, he was hauled to the exit by means of the life-line. He was unconscious and had stopped breathing when hauled into the open air, and was eventually removed to the R.N. hospital in a precarious condition. Lieutenant Armytage was aware that his gas mask would afford no degree of protection against the gases likely to be present in the compartment. He realised that the delay incurred in passing a diver through the manholes would probably prove fatal to the chief stoker, and appreciated to the fullest extent the grave risk he ran in entering the compartment. As soon as Lieutenant Armytage had been withdrawn from the manhole of the upper bulge compartment Leading Seaman Oliver, who was in attendance with a shallow diving helmet, volunteered to attempt the rescue of the chief stoker, despite the fact that he had witnessed the painful and distressing sights attendant on asphyxiation. After donning the helmet he was passed with considerable difficulty through the manholes of the upper and lower compartments, and he eventually succeeded in reaching the chief stoker and passing a line round his body, by means of which the latter was drawn up through the manhole to the pontoon abreast the ship. On emerging from the bulges Oliver was a very bad colour, and suffering to some extent from the poisonous gases in the bulge compartments. Although a smoke helmet provides a considerable degree of protection it was obvious that any displacement would be attended by serious results, and further, having regard to the difficulty in passing Oliver through the manholes when equipped with the helmet, it was quite clear that his quick withdrawal in the event of being overcome was a matter of considerable conjecture, and the delay thus involved might have been attended with fatal results.

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		Pres. Monroe	Dec. 16th 8 a.m.

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Pres. Madison	Oct. 9th 6 p.m.	Pres. Taft	Oct. 27th 6 p.m.
Pres. Pierce	Oct. 13th 6 p.m.	Pres. McKinley	Nov. 6th 6 p.m.
Pres. Jackson	Oct. 23rd 6 p.m.	Pres. Harrison	Nov. 10th 6 p.m.

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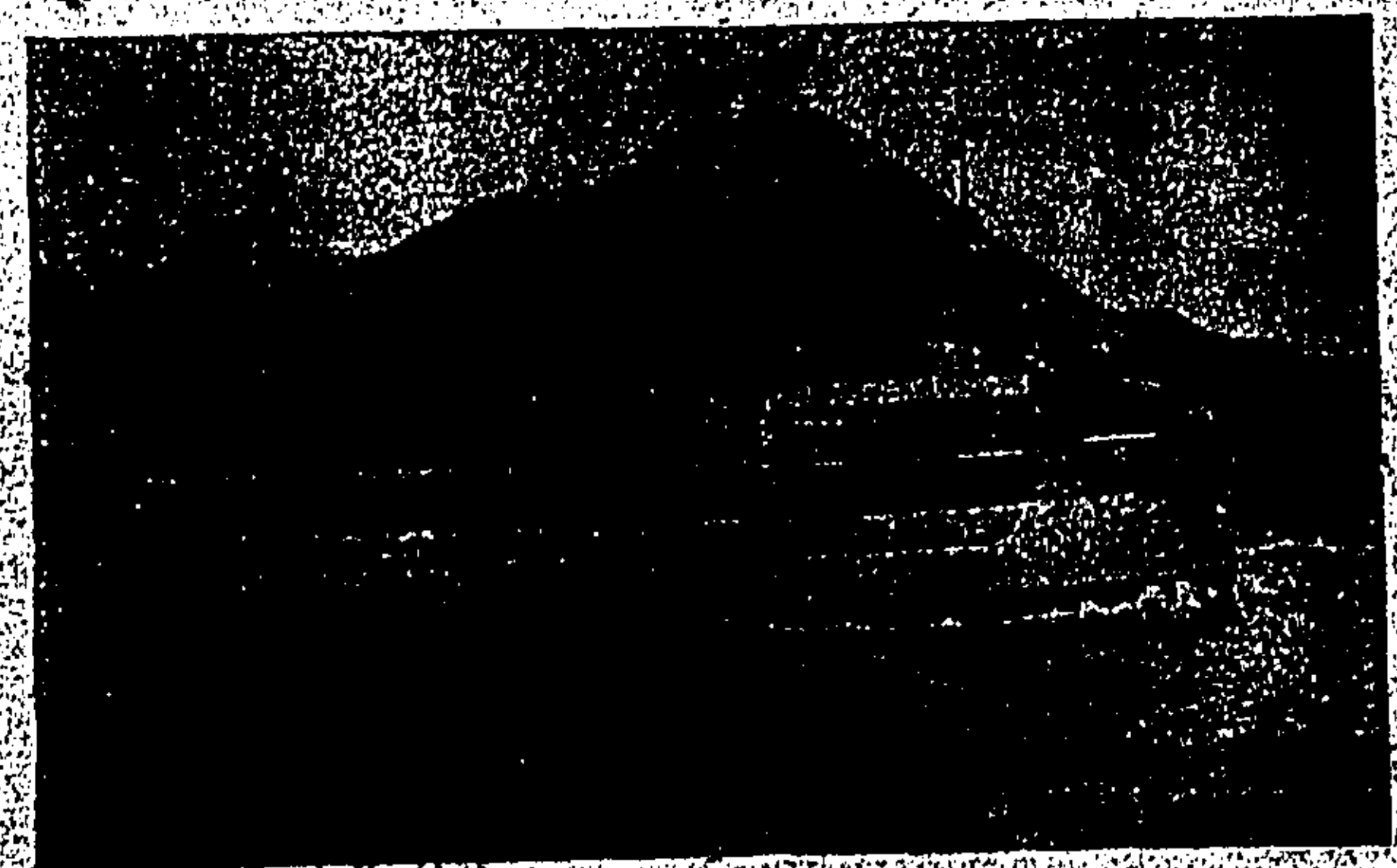
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BIRTHS.

ANDERSON.—On October 2, to Mr.
and Mrs. A. Anderson, a daugh-
ter.

FOSTER-TURNER.—To Mr. and
Mrs. F. W. Foster-Turner, at
Victoria Hospital, Hong Kong,
on Sept. 29, 1928, a son.

Hong Kong, Tuesday, Oct. 2, 1928.

PIRACY ASPECTS

Indignation at the callousness
with which the piracy of the Brit-
ish s.s. "Anking" was carried out
is subsiding. Heated, wholesale
condemnation is being tempered
by saner judgment. In a cooler
atmosphere after the first flush
of excitement, relevant facts are
better grasped. We therefore
proceed to another discourse on
the long-standing evil of the
China Coast, looked at from the
viewpoint of latest developments.
Two aspects stand out clearly
from a careful survey of the evi-
dence available. The first is that
the culprits, by their methods and
the thoroughness which they dis-
played even in the selection of
the seven unfortunate passengers
whisked away for ransom, have
shown themselves to be as well
versed in the game as their con-
freres of previous episodes. There
is circumstantial evidence of their
connection with Bias Bay al-
though they disembarked at the
next inlet, Honghai Bay, as in
the case of the "Titan" four
months ago. The second point
worthy of attention is the utter
vulnerability of a ship devoid of
systematic defence against pirat-
ical attack.

It is partially reassuring to
learn that the local military
authorities, under orders from
the Canton Government, lost no
time in setting out after the pi-
rates and their captives. Direct

action by responsible Chinese has
not been sufficiently tested to en-
able us to say whether it will root
out the landing places on the
Kwangtung coast. The intervals
between piracies have been longer
since the sealing of the Canton-
Hong Kong Entente in March,
but the degree of immunity (com-
paratively) may have been due
to other preventatives. As long
ago as when the Nationalist Cen-
tral Government was established
in Hankow was it acknowledged
that it is impossible, for Naval
patrols, whether Chinese, British,
or jointly, to guarantee capture
on the sea. The real solution
lies in a permanent guard on
shore. Such must be left to the
Chinese. Unfortunately, we know
that hardly any troops have been
sent to the coasts of Hoifung and
Waichow districts. Even impor-
tant highways and townships are
being protected to-day by volun-
teers. The spirit is willing but
the flesh is weak. Time must
elapse, we are afraid, before the
Canton Government can spare the
funds to establish a permanent
guard at Honghai and Bias Bays.

There is, of course the British
Navy, which has been rendering
excellent service—as far as its
narrow scope will permit. There
are, also, the regulations of the
Piracy Prevention Ordinance.
The first argument against these
is that they do not apply to ships
not carrying passengers in and
out of Hong Kong. The second is
even stronger. This is, that the
Hong Kong Government, either
of its own volition or in response
to representations of interested
parties, has seen fit to repeal the
law as it stood. It is commonly
known that the requirements of
safety at sea clashed with condi-
tions laid down by anti-piracy
legislation. Witness the "Leung
Kwong" disaster. Not being ex-
perts in navigation, however, we
do not profess to be able to say
which should take priority.
Suffice it that the pirates on
the "Anking" clambered from the
lower deck up to the bridge with-
out being checked by grilles or
armed guards. We are content
to leave it at that.

What, then, about searching at
the port of embarkation? Peru-
sal of the records will show that
very few passenger steamers go-
ing out of Hong Kong have been
victimised. Either the method
of detection, or the deterrent for
possession of firearms, is more
effective in Hong Kong than say
in Singapore, Shanghai or for
that matter, Hoolow. Reprisals
have not justified themselves and
recourse to land against pirates
has not brought the desired re-
sult yet. For the present, there-

fore, port authorities and ship-
ping companies (in their own in-
terest) will have to concentrate
on systems of minutely combing
out ships before they sail. The
Government having announced its
readiness to make grants to
casualties, although the former
definite undertaking has been
withdrawn, we do not propose to
pass any comment on this aspect
of the "Anking" affair until a de-
cision is published.

That "Compromise"

Since the reply of the United
States Government regarding
their views on the Anglo-French
"Naval Compromise," we have
heard nothing of an official nature
as to the Washington document
which one of the London news-
papers described as being "digi-
nified, weighty, lucid and
written in a friendly temper."
Such a Note will, of course, very
shortly elicit a reply both from
Downing-street and the Quai
d'Orsay, and probably it will be
all the more pointed because of
the fact that evidently the Wash-
ington State Department has all
along been under a misapprehen-
sion regarding the nature and
purpose of the pact. Both Italy
and Japan found nothing to
complain regarding it. Our
American friends were apparently
misled, in the first place, by the
manner in which the "com-
promise," as both the British and
French Governments persist (no
doubt very properly) in terming
it, was first announced and, even
more important, it seems to us,
when it was announced. That
was, it will be recalled, on the eve
of the signing of the Kellogg
Peace Pact. The announcement
was also made in a somewhat un-
usual manner, namely, through
the newspapers and was obvious-
ly incomplete. From the very
beginning the air of mystery with
which both the British and
French Governments surrounded
it or, at least, permitted to sur-
round it was the not unnatural
cause of much of the misunder-
standing that followed. Still,
there seems to be no doubt now
that a complete and official state-
ment was sent to Washington as
to Rome and Tokyo. The Govern-
ments of both Italy and Japan
have acquiesced in the "com-
promise" while that of the United
States do not see their way
clearly to do so. It is regrettable,
for it cannot be doubted for a mo-
ment that both England and
France are just as eager as the
United States can possibly be to
assist in every way toward naval
imitation.

A Chinese boy was knocked
down and slightly injured by a
motor cycle at the junction of
Saigon and Nathan-roads yester-
day.

Mr. Horace Lo, at Kowloon
Court yesterday, appeared for a
fireman of the "Empress of Asia"
who had been assaulted by a man
who had formerly been a fireman
of the same ship. The defendant
was ordered to pay the complain-
ant \$50 compensation and to sign
a bond of \$200 for his good be-
haviour during the next twelve
months.

A quarrel, which appeared to
have developed owing to the re-
fusal of a passenger to move up
to allow seating accommodation
for another, led to a fight between
several Chinese and Portuguese
passengers on a bus in Nathan-
road yesterday. Ultimately, the
bus proceeded to Yau-mai Sta-
tion with the quarrelling parties,
where an investigation was made
as to the dispute.

Mr. M. Manuk, Presidential
Agent for China of the Theologi-
cal Society, opened the
Society's new premises in Mer-
cantile Bank-building yesterday,
subsequently distributing diplo-
mas to new members and prizes
won by students at the three
Theological night schools. Mr.
Manuk said that their leader,
Mrs. Annie Beant, was celebrat-
ing her 81st birthday, and that
but for the generosity of Mr. and
Mrs. H. Rutledge, the Society
would not be standing where it
did. By a coincidence, yesterday
was also the birthday of Mrs.
Rutledge.

Passengers who left on the
"President Lincoln" yesterday in-
cluded Mr. James E. McKenna,
American Consul at Canton, re-
turning home to the United
States on furlough; Mr. Ernest
Leube, an engineer from Saigon,
travelling to the United States,
where he will reside permanently;
Mrs. J. C. Koolman and Miss
Ch. L. J. Koolman, residents of
Batavia, Java, returning home to
Holland via the United States;
and Mr. W. H. J. Cambier, van
Nooten, prominent Government
official in Java, returning home to
Holland en furlough.

The master of a cargo boat was
fined \$10, at the Marine Court
this morning, for failing to ex-
hibit a regulation light on board
during the dark hours.

Mr. Defrens, chief officer of the
s.s. "Kalgan" reports that some-
time during the night of Sept.
30, someone stole from the ship
a canvas awning, valued at \$60.

Stoker Reginald Cook, of
H.M.S. "Cornflower," of the
China Squadron, died of scarlet
fever at the General Hospital in
Chefoo yesterday, states a
Naval wireless despatch from the
North.

The first lecture of the season
will be given at the Great Hall
of the Hong Kong University
at 5.15 p.m., to-morrow, when
Dr. R.A.C. Basto will read a
paper on "Acute Inflammations
of the Anterior Segment of the
Eye Ball."

Mr. Tarbuck, time-keeper of
the Hong Kong Electric Co.,
living at No. 23, Shaikwan-
road reports to the police that
some time between 4 p.m., on
September 30 and 7.30 a.m.,
yesterday, a locked drawer in
his room was opened by means
of a duplicate key and \$180 in
notes was stolen. The house
cook, who is suspected, is at pre-
sent in police custody.

EDUCATION

QUESTIONS IN COUNCIL ON THURSDAY

COST TO GOVERNMENT

At Thursday's meeting of the
Legislative Council, in addition to
the Budget debate and other im-
portant business, the Hon. Mr.
J. Owen Hughes will ask the fol-
lowing questions:—

- Will the Government state:—
- (a) The year when the scheme
for the Training of Teachers
at the Hong Kong Univer-
sity was inaugurated?
- (b) The total number who have
entered the University with
Government assisted Scholar-
ships in each year since the
inception of the scheme?
- (c) Total cost to the Government
for each of these years? and
grand total cost to date?
- (d) Number of graduates who
have left the Government
service before the expiration
of the two years' teaching in
Government Schools?
- (e) Number of Scholarship hold-
ers who did not complete the
degree course?
- (f) Number of Scholarship hold-
ers who did not complete the
degree course, but who are
still teaching in Government
Schools?
- (g) Number of Scholarship hold-
ers who for different reasons
have been called upon to for-
feit bonds and otherwise
make good to the Govern-
ment?
- (h) Total amount of such re-
funds to date?

EUROPEAN "Y"

ACTIVITIES DURING OCTOBER

FIRST DEBATE FIXED

The European Y.M.C.A. has
issued a very handy leaflet setting
out its programme for the cur-
rent month. Members are asked
to give the events their support,
the success of the arrangements
depending upon what each in-
dividual is able to do to help.

The Hockey fixtures are as fol-
low:—

1st XI	
Oct. 2nd.	Club de Recreio.
9th.	Queen's II.
16th.	University.
22nd.	H.K. Club II.
30th.	H.K.S.R.A. II.
2nd XI	
Oct. 4th.	University.
12th.	H.K. Club "A."
18th.	Club de Recreio II.
25th.	Queen's "A."
	Basket Ball.

General practice on Mondays;
practice matches on Wednesdays
and Fridays.

Tennis Club
General meeting on October 9,
at 9 p.m.

Mixed American Tournament
on Saturday, October 27, com-
mencing at 2.30.

The Quiet Hour
The Association Meeting every
Sunday at 9 p.m. Oct. 7 and 14.

Speaker: Mr. W. H. Smith, Oct.
21. Speaker: Mr. P. Sands, Oct.
23. Speaker: Mr. H. A. Wilbur.

Literary and Debating Club
First Debate of the Season,
Thursday, Oct. 25, at 9 p.m.

Subject: Life at Home in Hong
Kong? What Drive?

On Thursday, Oct. 19, at 9 p.m.
Tinkers' 21. Open to ladies and
gentlemen friends.

Billiards
Thursday, Oct. 11, at 9 p.m.
Match with the Chinese Y.M.C.A.

The first Ladies' Night will be
held on Thursday, Nov. 1.

P'RAPS-P'RAPSNOT!

Fraid there is not an over-
whelming number of funny in-
cidents happen my way. Once
fell off a horse, though, and the
spectators acted as if they had
found it funny. Say, some people
don't seem to have a sense of
humour at all!

However, only the other day I
heard what I consider a particu-
larly good story concerning a
group of "rookies." They were
being put through their paces on
the square by a drill sergeant
of the "old school."

"Mark time!" he roared.

"Shall I mark time with my
feet?" asked one recruit quietly.

"Of course, you fool. Did you
ever hear of marking time with
your hands?"

"Yes, sergeant. Clocks do it,
you know."

What did the sergeant say?
Oh, guess we'll leave that over.

Sergeant (addressing squad):
—"Any man ere know anything
about music?"

Recruit (eagerly):—"Yes, ser-
geant."

Sergeant:—"Then you can go
and shift the piano in the officers'
mess."

Sweet Young Thing:—"And
how did you win your D.S.O.?"

Tough Old Soldier:—"I saved
the lives of my entire regiment."

"Wonderful! And how did you
do it?"

"I shot the cook!"

There's one about a certain
well-known actor, who is in the
habit of addressing the lesser
lights about him in a patronising
sort of way. Which, though, pos-
sibly quite unintentional, is never-
theless apt to be resented.

Once, during an interval, he
approached a man sitting in the
wings. Happened to be a scene
shifter.

"And what, my good fellow, is
your vocation?" he asked him.

"I'm a Methodist" was the
reply.

"No, no, that is your belief. I
want to know your vocation. For
example, I am an actor."

"No," said the scene shifter:
"That's your belief."

Customer:—"You said this par-
rot was worth its weight in gold."

Dealer:—"Well?"

Customer:—"It won't speak a
word!"

"Well, silence is golden, ain't
it?"

Mrs. Peck:—"Henry, did you
see anything in the paper about
Mr. Blinker running over his
mother-in-law?"

Mr. Peck:—"Not yet, I haven't
come to the sporting news."

Rector:—"Would you care to
join in the new missionary move-
ment?"

Flapper:—"I'm just crazy to
try it. Is it anything like the
Charleston?"

Pat got a job moving some kegs
of powder, and to the alarm of the
foreman, was discovered smoking
at his work.

"Heavens!" cried the foreman:
"do you know what happened
when a man smoked at this job
some years ago? An explosion
blew up a dozen men."

"Well, that couldn't happen
here," returned Pat calmly.

"Why not?"

"Cos there's only me and you"
was the reply.

"Lessons in declamation? So
you wish to go on the stage?"

"No, but I'd like to get away
with the stories I tell my wife."

A gentleman on a long railway
journey, chanced to look out of
the carriage window and got a
particle of dust in his eye. At
the first stop, with his eye twitch-
ing with pain, he went to the re-
freshment buffet and ordered a
glass of milk.

When he had tasted it, he re-
called the waitress, dubiously:—"Is
this milk?"

"No, sir, rum and milk."

"But I asked for milk."

"Yes, I know," replied the
waitress, "but I saw you wink, so
I made it rum and milk."

Rather Heavy Lady:—"I am
putting on weight, doctor. What
should I do?"

Candid doctor:—"Regular exer-
cise. Push yourself away from
the table three times a day."

Cook:—"So you're getting mar-
ried to Mr. Migg, the milkman,
Liza?"

Maid:—"No, I ain't. It's Bill
Boggs, the butcher. I'm going
to marry, after all. Blood is
thicker than water."

The inquisitive old lady was
questioning the battered man
about his appearance.

"Just as I am, with the
moustache explained."

Billboard
Billboard
Billboard

CINEMA NOTES

TO-DAY'S NEW COMEDY AT THE QUEEN'S

"SPRING FEVER"

Directed by Edward Sedgwick who also directed "Brown of Harvard," with the same popular star, William Haines, in the leading role, "Spring Fever," a new comedy of golf and girls is being screened at the Queen's Theatre to-day and to-morrow. With some intimate details of the famous game and a number of trick shots cleverly devised by the director, the story concerns the amusing and spicy adventures of a young man who becomes a golf celebrity after having been forced, through a laughable situation, to assume the identity of a millionaire. A charming romance runs throughout the picture and is in the capable hands of beautiful Joan Crawford. George K. Arthur, the comical hero of "Rookies," has an equally important part to play as a woeful rejected suitor. George Fawcett, Edward Earle and many others complete an excellent supporting cast.

"WHAT PRICE GLORY"

"What Price Glory," the world-famous picture, returns for a season of five days commencing to-day at the World Theatre. "What Price Glory" is a wonderful picture. The central characters in the story are a captain and a sergeant of marines and a beautiful French peasant girl, superbly played respectively by Victor McLaglen, Edmund Lowe and Dolores Del Rio. The picture begins in North China and the Philippines and then moves to France during the war. The battle scenes have been filmed on a magnificent scale, and the picture is altogether one of the greatest that the cinema industry has produced. "What Price Glory" will be screened until Saturday, and cinema goers should note that, owing to the unusual length of the film, special starting times have been arranged. The picture will begin promptly each day at 2.30, 5 sharp, 7.15 and 9.30.

"FAST AND FURIOUS"

The ever popular star Reginald Denny arrives to-day at the Star Theatre in a quick moving, hilarious story of the motor race track, "Fast and Furious." Denny is seen as a speed-shy young man who is forced to enter into a motor racing event in order to win the hand of a beautiful girl. Romance, laughs and thrills galore will be found in this bright picture which has a charming heroine in pretty Barbara Worth. Written by Denny himself, the story is a continuous series of laughable incidents from start to finish. Claude Gillingwater, Lee Moran and others of note complete an excellent supporting cast. "Fast and Furious" will be shown again to-morrow.

C. S. PARENT CHURCH

Sir Henry Japp has been appointed Press Committee of "The Christian Science Parent Church for the Eastern Hemisphere." Mr. John F. Fellowes, who has served with distinction as Press Committee for several years, has been made a member of the Board of Directors in London.

WILLS & BEQUESTS

A WEALTHY PROPERTY OWNER

Colonel Owen Lloyd Jones Evans (late Royal Welch Fusiliers), Broom Hall, Chwilog, Carnarvonshire, a former High Sheriff of the county, for some years president of the North Wales Unionist Association, a large property owner in London and North Wales, who died in April last, aged 72 years, left unsettled property of the gross value of £507,975, with net personalty £39,202.

Mr. Charles Edward Wylam, Bournemouth, formerly of Westward Ho! who died in May, left estate of the value of £236,847, with net personalty £277,894. After bequests he left the ultimate residue:

Between his cousins, Arthur Batchelor and Gerald Batchelor, conditionally on their assuming the surname of Wylam. In the event of the residue being taken the name of Wylam the ultimate residue is to go:

For charitable institutions in the city and county of Newcastle-on-Tyne, as the executors may select. Mr. Everett Blinn, of Cowling, Yorks, managing director and secretary of John Blinn and Sons Ltd., cotton and dress goods manufacturers, who died in June, aged 56 years, left estate of the gross value of £100,515, with net personalty £94,783.

Mrs. Alice Ann Pilkington, Accrington, who died in December, 1925, aged 75 years, left estate of the gross value of £100,515, with net personalty £94,783.

"A GUILD SISTER"

THE DUKE'S SCOTS WIFE

BLUE BONNET RULE

The Duke and Duchess of York were presented with the Freedom of Stirling, and for the first time in the history of the Royal Borough the burgess list contains a woman's name. Provost Barker said: "It is not because of long pedigree, but perhaps more than anything else of her-ain dear sel, that we are so proud of her."

With the Provost in the Albert Hall was Viscount Younger, the Lord Lieutenant of the country. The burgess tickets were in silver and oak caskets and the Duke and Duchess took the oath with upraised right hand. After the ceremony, the Duke and Duchess were admitted members of the Ancient Guildry.

The Duke, acknowledging the compliments, said that it was particularly gratifying to be a Freeman of a town which for centuries had been closely connected with the fortunes of his family, for Stirling had won a unique position in Scotland. They were also proud to be enrolled as Freeman of the Merchant Guild, but he admitted some qualms of nervousness over certain of the rules. It was laid down that no Guild Brother should come to the kirk with blue or black bonnet, nor wear the same within or without the towns. That might be hard for a Guild sister, but the Duchess and he would promise to keep the other ordinances which bade them refrain from drinking at the preaching on the Sabbath afternoon. Another Duke of York received the same privilege 247 years ago. His subsequent career was not altogether a happy one, but then he had no Scottish wife to help him. (Laughter and cheers.)

Opening of Infirmary
The Duke and Duchess spent two hours in Stirling Castle, and during luncheon at the guests of the Earl of Mar and Kellie, pipers marched round the banquet hall. Later, tens of thousands of people welcomed the Royal visitors when they attended the opening of the new infirmary. The buildings occupy a magnificent site on the south of Stirling, and the scene during the ceremony was strikingly beautiful. Killed Argyll and Sutherland Highlanders were drawn up alongside ex-Service men, while there were parallel lines of nurses, Girl Guides, Boy Scouts, and members of the Boys' Brigade.

Replying to an address of welcome by the president of the infirmary, who presented him with a gold key, the Duke congratulated the directors on providing such a magnificent institution free of debt. In the children's ward the Duchess dedicated a Princess Elizabeth cot, endowed by the Elizabeths and Marys of the Stirling area. Beneath the brass plate commemorating the event, hung a large framed portrait of the baby Princess, decorated with white heather. The Duchess accepted as a souvenir of her visit a suitably inscribed silver quail and spoon for Princess Elizabeth, as well as a beautifully bound volume containing the names of all the subscribers to the cup.

Customer: "How is it I have not received a bill from you?"
Tailor: "I never ask a gentleman for money."
"And what do you do if he doesn't pay?"
"If he doesn't pay, I conclude that he is not a gentleman, and then I ask him."

Fourteen potatoes (Majestics) on one root and weighing 5½ lb. have been dug at the farm of Mr. P. Prue, Fernhurst, Surrey.

probate at £46,290 gross, with net personalty £36,975.
Her will, dated Nov. 18, 1926, was the subject of the action, Ranson v. Pilkington, Sudall and others, in which Mr. Justice Hill in July last pronounced for its force and validity.

Subject to certain bequests and the payment of the executors' charges, the testatrix left:
All other her property upon trust for such charitable institutions or objects in Lancashire as shall be selected by her trustee, Edward Ranson, solicitor of Accrington.

She stated: "I declare that no distribution of the residue of my estate shall be made until after the expiration of five years from the date of my decease, and that during such period of five years the income shall be accumulated and added to capital."
Dr. Charles Leonard Pilkington, Dunbar, who died in December, 1925, aged 75 years, left estate of the gross value of £100,515, with net personalty £94,783.
Mrs. Alice Ann Pilkington, Accrington, who died in December, 1925, aged 75 years, left estate of the gross value of £100,515, with net personalty £94,783.

AN OLD SOLDIER

AMERICAN VETERAN OF MANY WARS

GEN. CHARLES A. KING

Camp Douglas, Wisconsin.—The most remarkable soldier in America is again at Camp Douglas this year, writes Captain C. C. Manly for the "Free Press," and with his 85th birthday only two months away his interest in the progress of the institution has helped to maintain for more than half a century—the Wisconsin National Guard—remains undiminished.

This soldier is Brigadier-General Charles A. King, veteran of the Iron Brigade of the American Civil War, whose appointment as a cadet, at West Point, the Military Academy, was made personally and signed by President Lincoln. The story of General King's military career, and he is equally famous as an author, is the story of the military history of the United States for nearly seventy years. His memory goes even further back. As a boy he took walks with General Winfield Scott, of Mexican war fame, when that warrior visited General King's grandfather, then President of Columbia University, New York City.

The General, now on the retired list, but still active as professor of military science and tactics at St. John's Military Academy and as an Inspector-General of the Wisconsin



Princess Ingrid, only daughter of Crown Prince Gustavus Adolphus of Sweden, who will wed Prince Bertold Frederick of Baden. Photo-graph shows the Princess in the costume in which she made her court debut this year. Her mother was the late Margaret of Connaught.

National Guard, was in 1861, at the age of 17, a mounted orderly in the regiment of the Iron Brigade commanded by his father, Rufus King. The next year President Lincoln appointed him to West Point and he was commissioned a second lieutenant in 1866.

With Buffalo Bill

He commanded a galling gun platoon at New Orleans following the war and was instructor in tactics at West Point. He was with the Fifth Cavalry in 1871, when General Custer was massacred, and he was in the expedition with Buffalo Bill as scout, which dispersed the Indians and finally ended the Indian Wars.

In 1892, because of old wounds, he retired and proceeded to write many novels, among them "Cadet Days," "The Colonel's Daughter," "Marion's Faith," and "The General's Double." The books had a wide sale throughout the United States.

In the Spanish War he was made a brigadier-general, but in the interim of novel writing he was for four years adjutant-general of Wisconsin, and he served with the Division of General Thomas Anderson. He was recommended for promotion to major-general, but the old wounds again caused his retirement. His service in the Philippines won numerous citations.

An Institution
Between the Spanish and World Wars he was on duty with the Wisconsin National Guard and he was active throughout the latter conflict. Following the last war someone at Washington, possibly noting the date of the General's birth, sought to have his name removed from the list of retired officers available for active duty. Some friend went to see General Harbor, then deputy chief of staff under General Pershing, about this "General King." "General Harbor," why General King is not only a soldier, but a writer, and his in the American Army. When

I first entered the army the name of King of the Fifth Cavalry was famous."

And General Harbor promptly issued an order directing that no change should ever be made in the status of General King without the personal order of the Chief of Staff of the Army.

The debt Wisconsin owes to General King cannot be estimated. He literally built the National Guard which became the 32nd division in the Great War. Though he will be 85 on October 12, here he is in camp again, vitally interested in matters of training, of discipline, of organization, the stories told about him in the company streets are as numerous and interesting and the recruit to-day looks at him with awe just as other youths, now grey-haired, looked at him many years ago.

The memory of the General is astonishing the younger generation. He can tell the roll of the West Point class of 1866—call every name of those men who have been dead so long. He can, in recounting some incident of the Indian campaigns, give every detail, the position of a cross-road, the name of a lieutenant, of a sergeant and relate a thousand and one things that make conversation with him more illuminating than any written history.

DASHING ALONG

CHINESE FINED FOR DANGEROUS DRIVING

AT LAICHKOK PASS.

Mr. A. Greenway, of the Kowloon Godown Co., was complainant before Mr. W. Schofield, at the Kowloon Magistracy, yesterday afternoon, in a case in which Mr. Wong Kam-pui was summoned for dangerously driving his motor car at the Laichikok Pass cutting, just beyond Laichikok Prison.

Evidence showed that after passing Captain Thomas' car, Wong got abreast of Mr. Greenway's car, which was leading. Wong would have passed but for the appearance of another car travelling in the opposite direction. This forced him to drop back behind Mr. Greenway's car, cutting in front of Captain Thomas' car to do so. The latter had to pull up hard to avoid a collision.

After the car had passed, Wong got ahead of Mr. Greenway's car whilst rounding a bend on the road. The Magistrate imposed a fine of \$25, and remarked that the Laichikok cutting spot was the last place in the Colony for one car to pass another.

Leicestershire and South Derbyshire miners have repaid £4,545 of £28,000 relief on loan granted by the Ashby-de-la-Zouch Guardians during the coal dispute.

SHADOWS BEFORE.

COMING EVENTS ANNOUNCED IN THE "MAIL."

To-day—Queen's Theatre: "Spring Fever."
To-day—World Theatre: "What Price Glory?"
To-day—Star Theatre: "Fast and Furious."

Lammerts' Auctions.
October 3—At 4 King's Terrace, Nathan-rd., Kowloon, 1 valuable furniture, 11 a.m.

Meetings.
To-day—Sanitary Board meeting, 4.15 p.m.
October 8—Meeting of Church and Congregation in the Lecture Hall, Kennedy-road, 5-6 p.m.

October 12—Annual meeting of the Hong Kong & Canton Ice Manufacturing Co., Ltd., 11.30 a.m.

October 22—Annual meeting of the Ladies (Golf) Section at Helena May Institute, 1 a.m.

Sports.
To-day—Hockey: Club v. K.O.S.B. U.S.R.C. ground, 5.15 p.m.
October 6—American tournament, Ladies' Recreation Club Peak-road, at 2.30 p.m.

October 5 & 6—Sixth Extra Race meeting of the Hong Kong Jockey Club, Happy Valley, 2.30 p.m.
Miscellaneous.
October 2—Ladies' whist drive at at Union Church, Kowloon.
October 4, 5, 6—Grand Tattoo, Sookumpoo, 8.30 p.m. nightly.

PASSENGER LIST.

DEPARTURES.

Per s.s. "Siberia Maru" for San Francisco via Keelung, Shanghai and Japan:—Mr. and Mrs. D. Yamane, Miss N. Yamane, Master Y. Yamane, Father Vicente, Mr. K. Ashikari, Mr. Thomas Charles Haris, Mrs. K. M. Elcar, Mr. Jose da Silva, Mrs. Lidia de Silva, Mr. and Mrs. K. Yamazaki, Mr. C. J. Keller, Mr. D. Miyazaki, Miss Louis Froehard, Mr. M. Yamazaki, Mrs. M. L. Groer, Dr. and Mrs. A. E. Garland, Rev. and Mrs. N. F. Silabee, Mr. E. E. Garland, Mr. Lea Foey, Mrs. C. D. Warfield, Miss S. Richert.

Sir Herbert Walker, general manager of the Southern Railway, is making steady progress towards recovery from his recent illness.

The Elba Tinplate Works, Swansea, have secured an order for 250,000 boxes of tinplates from the Asiatic Petroleum Company.

Eight new cases of small-pox were notified in Northampton making 14 cases in six days, and 21 since July 6.

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The Merry Widow
My Hero (from "The Chocolate Soldier") (Vocal Refrain) Waltzes

50068-D - 12-inch
The Man I Love (Vocal Refrain)
My Melancholy Baby (Vocal Refrain)

1401-D - 10-inch
Last Night I Dreamed You Kissed Me (Vocal Refrain) Fox Trots

Evening Star (Help Me Find My Man) (Vocal Refrain) Fox Trots

1402-D - 10-inch
Constantinople (Vocal Refrain)
Get Out and Get Under the Moon (Vocal Refrain) Fox Trots

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Pearl Crepe 36" \$2.00	
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	Holeproof With Clock No. 2000 \$3.00
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ENGLISH FOOD

IS IT SO BAD? A DELICACY IN FRANCE

SILLY SNOBBISHNESS.

[By Douglas Goldring]

A favourite theme for English people newly returned from a few weeks' holiday in France is the excellence of all that they have had to eat and drink compared with the "awfulness" of the food in their own country. This silly snobbishness is by no means confined to Mr. and Mrs. Briggs of Balham, but permeates all classes in England, and has inspired a whole literature. The most elegant personages, people who would not dream in their own country of entering a "good pull-up for carmen," and eating a plate of tripe and onions, or a pair of kippers, betake themselves to France and earn a reputation in London as gourmets by writing pages about such humble French dishes as bouillabaisse and tripe à la mode de Caen, which cannot compare with them for excellence.

Of the tens of thousands of middle-class English people who troop to France every year, only a fraction can afford the more elaborate French cookery, and of that fraction not more than a small percentage can really digest it and enjoy it. The food the majority of tourists eat is either what the French hotel-keeper imagines the English prefer—usually steak and

trouble to bring to land. The reputation which, thanks to Provençal boastfulness and to the snobbish eulogies of English writers, from Thackeray down to the present day, this concoction has now acquired in England and America is a striking example of the effect of publicity.

If our great writers would pen sonnets to the smoked haddock, wax lyrical about the English kipper, give the Yarmouth bloater its due, write essays in steward cels and pease pudding—a la Bernandsey, or tripe and onions in the manner of the New Cut, on sausages and "mash," and other popular English delicacies, including the despised bacon and eggs, English cooking would soon be "rediscovered."

"Un-Genteel"

The real English cooking has been driven out of English hotels and restaurants, both in London and the provinces, by our national snobbishness. The homely dishes which the economical French artisan's wife places before her husband are endowed with all sorts of imaginary virtues, while the far-better English popular delicacies have been so long labelled "un-genteel" that even our "good plain cooks" are ceasing to learn how to prepare them.

The old traditions of English good living are, of course, still preserved in the more conservative type of home throughout the country. But for the foreigner, particularly the American, who appreciates good English food when he comes across it, it takes a lot of finding. The best English fare, except in private houses, obtainable in London is to be found in unpretentious public-houses; and it is a welcome sign of the times that the "public-house lunch" has now obtained quite a vogue.

English people who think it smart to abuse the native food of their own country, and consider it a sign of superior taste to praise, far beyond its merits, the food they eat abroad, should try staying away from home not for three weeks but for three years. They would then learn to value much that they have previously despised.—"Evening Standard."



Wm. S. Calbertson, of Kansas, at present the American Ambassador to Rumania, who has been appointed by President Coolidge as the American Ambassador to Chile, succeeding William M. Collier, who recently resigned.

"rosbif" even when the temperature is tropical—or, else it is the ordinary cuisine bourgeoisie of the district, modified to suit the English taste.

Total Ignorance

The French differ from the English in that they love to boast about their food, and to surround it with a kind of poetic and romantic glamour. To all of this the English, particularly those who talk and read French, are peculiarly susceptible. Not content with taking it all in, with exaggerating and repeating the most extravagant French claims, they eagerly accept the French denunciations (based usually on total ignorance) of their food in their own country.

A cockle, a whelk, a mussel, or a winkie, which would strike a shudder of horror through an English bosom if seen upon a stall in South London, becomes in France a delicacy endowed with unimaginable virtues. On the Riviera a salmon mayonnaise, made from a brand of tinned salmon so inferior that a Bethnal Green housewife would reject it in scorn for a tin of better quality, becomes a wonderful French luxury, and is paid for accordingly.

The nauseating black draught, made from the world's worst coffee-beans, which is now prevalent throughout France, tastes like sugar to the English tourist, so continuously has it been dished into his ears that French coffee is unsurpassed. So it is for meringues. The best French coffee I have tasted since the war has been in London, a cafe in Gerard-street. Almost any "Oriental" cafe in Liverpool, Manchester, or in one of the larger English watering places, will supply a better coffee than is to be found in the average French cafe or restaurant.

Best of a Bad Job

In France all the different districts have their special dishes, made from materials available locally. The poorer a district is in raw materials, the greater is a rule, the ingenuity shown in making the best of a bad job. The much-vaunted bouillabaisse, for which the French Riviera is famous, is a case in point. The Mediterranean fish are notoriously poor, and in the bouillabaisse a hungry peasant has shown considerable skill in rendering edible all kinds of marine oddments, which more fortunate coast-dwellers would never take the

VEHME MURDERS

DRAMATIC SEQUEL IN MEXICO

ARREST AND ESCAPE

Berlin.—Details of a remarkable and adventurous sequel to the so-called Vehme-murder trial have just come to hand.

In one of the first trials of the persons accused of being implicated in the Vehme murders, which was held in Mecklenburg in the year 1926, Lieutenant Boldt, with several others, was condemned to death for the murder of a sergeant whom they no longer trusted, but was afterwards pardoned. During the trial the accused men asserted that the order to remove the Sergeant was given by Senior Lieutenant Eckermann, who commanded their section.

The Public Prosecutor in Schwerin instituted an elaborate search for Eckermann, and, with the aid of the International Police, discovered, in February last, that he was working on a farm in the neighbourhood of Mexico City. The German Foreign Office immediately requested the Mexican Government to hand Eckermann over to the German authorities on the ground that he was implicated in murder which could not be described as being political.

Eckermann was thereupon arrested by the Mexican police and re-



Miss Olga Rudel Zeynek, of Austria, who has been elected President of the Austrian Parliament by the Government Council, thereby becoming the first woman ever to hold such a position in any country. She is an author, lawyer and authority on government taxation.

Employer:—"Well, what did Smith say when you called to ask him to pay my bill?"

Office Boy:—"He said he'd break every bone in my body, and pitch me out of the window if I showed my face there again."

Employer:—"Then go back at once, ask him for the money, and tell him that he can't frighten me with his violence."

A very fat man was travelling in a train. A little girl and her mother were sitting opposite to him. The little girl was gazing with wonder at his generous proportions.

"You mustn't stare at the gentleman," whispered her mother angrily.

"But, mummy," protested the child, "there's nowhere else to look."

Mr. F. B. Varley, M.P., the Nottinghamshire miners' leader, has arrayed himself with Mr. Cook and Mr. Maxton in opposition to the Mond peace in industry negotiation.



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Sport Columns

PHIL SCOTT

HIS CHANCES FOR WORLD TITLE

HEENEY CRITICISES

London, Sept. 10. Auckland.—"Where Scott got the idea he is the logical contender for Tunney's title beats me," said Heeneey in an interview today.

"When Scott beat me at Southampton I fought at 24 hours' notice and the majority of the newspapers said I won."

Heeneey then proceeded to enumerate Scott's record in America not forgetting his defeat in the first round by Hansen.

ARMY SOCCER

H.K. GARRISON LEAGUE RESULTS

D. Co., 1st Queen's 2; C. Co., 2nd K.O.S.B., 5.
C. Co., 1st Queen's, 2; A. Co., 2nd K.O.S.B., 5.

B. Co., 1st Queen's, 1; 31st Heavy Battery, R.A., 4.

Matches For This Week

To-day:—R.A.M.C. v. B. Co., 1st Queens. Referee: Pte. Hart, 2nd K.O.S.B.

Thursday:—C. Co., 1st Queen's v. 31st Heavy Battery, R.A. Referee: Pte. Crafts, 1st Queen's.

Table (Up Oct. 1)

P. W. L. D. F. A. P.

A. Co., 2nd K.O.S.B. 2 2 0 0 7 3 4

H. Q. Wing, 1st Queen's 2 2 0 0 7 4 4

M. G. Co., 1st Queen's 2 1 0 1 18 3 3

B. Co., 1st Queen's 2 1 1 0 15 4 2

31st H. Bty., R.A. 1 1 0 0 4 1 2

H. Q. Wing, 2nd K.O.S.B. 1 1 0 0 4 1 2

C. Co., 1st Queen's 2 1 1 0 7 6 2

C. Co., 2nd K.O.S.B. 2 1 1 0 6 7 2

M. G. Co., 2nd K.O.S.B. 1 0 0 1 3 3 4

R.A.M.C. 1 0 1 0 3 4 0

12th H. Bty., R.A. 2 0 2 0 2 5 0

D. Co., 1st Queen's 2 0 2 0 3 7 0

20th H. Bty., R.A. 1 0 1 0 0 8 0

R. E. & R., Signals 1 0 1 0 0 14 0

R. A. O. C. 1 0 1 0 0 15 0

B. Co., 2nd K.O.S.B. 0 0 0 0 0 0 0

HOCKEY

The Y.M.C.A. meet the Club de Recreio to-day at 5.15 p.m., at King's Park, Kowloon.

Club de Recreio.—H. A. Barros, R. Roberts, A. A. Remedios, C. Basto, J. E. Noronha (captain), A. A. R. Botelho, D. P. Xavier, C. F. Remedios, C. R. Pereira, C. d'Almeida e Castro, and D. F. Lopes.

TREVESSA TROPHY

The tenth bi-annual race for ships' lifeboats is advertised to be sailed on Wednesday, October 31, starting at 4 p.m. The course starts from Channel Rocks, thence to Kowloon Rock (P) Mark off Yacht Club (S), Cust Rock Gas Buoy (P), finish at the Yacht Club across the line west to east. Competing boats are asked to be in position at the starting line by 3.30 p.m. Further information may be had from the Hon. Secretary, Royal Hong Kong Yacht Club.

JACK SHARKEY INJURED

New York.—Jack Sharkey injured his left knee during his final work-out for the match with "Big Boy" Peterson, the Scandinavian, and the match has been cancelled.

It is believed that Sharkey will be unable to fight again before

A WORLD-BEATER

SEARCH FOR BOXING CHAMPION

RICKARD'S PROBLEMS

[By Robert Edgren]

Just what kind of a heavy-weight challenger to develop next is the most worrying problem Tex Rickard owns. Tex makes a business of developing challengers and matching them against the champions to his great profit.

He made a mistake in developing Mr. Tunney, who turned out to be so cultured after winning the title that the public didn't understand him at all, and leaped to the conclusion that Gene was wearing the high hat.

It might have been much better from a business standpoint if Tex had taken Harry Wills down to Philadelphia a couple of years ago. Wills had slipped much more than Dempsey, and would have been knocked out in two or three rounds.

Then Tex would have been able to get along a couple of years with Dempsey as champion, matching Jack carefully against the Gollaths developed in the big beef-tournament and keeping him as a drawing card.

Fighting other than Tunney Dempsey might have gone along in spectacular style until some young fellow knocked him out. That would have given Rickard a new "Knock-out Marvel" to ballyhoo about.

In boxing the knock-out is always king. The crowd will pay anything to see a champion who is likely to flatten his opponent in a single round. There's a kick in that.

Gene was a ten-rounds decision fighter and a decision doesn't make ninety thousand people jump up and stand on the chairs begging for a murder.

Spill By Luxury

What Rickard needs next is a combination of Jeffries, Corbett, Fitzsimmons, Dempsey, Firpo, and an army mule. He won't develop anything like this in his tournament. He gives the boys too much money and they grow soft before they get anywhere.

There was Jack Sharkey as a terrible example. Sharkey came blustering down from Boston and talked and punched his way into a reputation almost as good as Dempsey's. But he grew fat on the luxuries Rickard's money bought him, both liquid and solid.

He put money in the bank and knew he wouldn't have to keep his health so that he could hold a job driving a truck in his old age. He finally lost his rough fighorn voice and began to talk like a perfect gent, and he was all shot as a championship possibility.

He was rough with Dempsey for two rounds and then figured that he already had both Dempsey and Tunney beaten and began to look around to catch a few admiring glances from the ringside, and Dempsey knocked him for a loop.

You can't pick a world's champion out of the lap of luxury. If isn't done. Look at them. Sullivan drove a cab and licked anybody who disputed the fare. Corbett used to fight London Prize Ring battles in the sand hills back of San Francisco; and Jim could fight in those days, before he became civilised and began to take prizes in jab-and-side-step contests.

Fitzsimmons was a horseshoer and fought finish fights back of the blacksmith shop. Jeffries was a boilermaker and used to drive rivets in with his thumb and bite them off with his teeth.

Jack Johnson was a cotton baling leading stevedore on the docks at Galveston. When a bale of cotton fell back and beamed him he didn't ever notice it.

Jess Willard was a cow puncher. He was so tough that he'd spot any cow one hook for every punch he landed. In his early youth Willard's idea of luxury was to sleep in a hay loft and suck eggs for breakfast.

If Jack could Dempsey worked building railroads with pick and shovel. When he wanted a rest he'd go to the nearest town and fight anybody

for a platter of ham and eggs. Some of these early fights of Dempsey's that the old timers in Nevada have told me about would be worth a million dollars of any promoter's money if he could duplicate them now. That's tough thought for Tex Rickard—Dempsey waiting stuff Tex would give millions for, and doing it just for amusement.

There was one tough bird who knocked Dempsey down nine times and mugged him a lot of future history, only Dempsey kept getting up and knocking the other guy down, finally winning the decision because the referee counted nine for Johnny and fourteen for Jack.

There was enough fighting in that bout to bring customers to Rickard shows for six years. None of the fighters named above knew what it felt like to have money in the bank and figure on staying in bed after six o'clock in the morning. They worked and they liked it. They never had time to grow soft.

When they began fighting they didn't have to be coached and rained and rubbed down and kept on a diet and sent through tournaments with a lot of other get-rich-quick artists. Any one of the lot would have wrecked any tournament Rickard ever started.

Tex will go on running tournaments as long as the customers respond to the ballyhoo. But the next real heavy-weight fighter will drop in from somewhere in the sticks, horny-handed and ready to go. Then we'll have a real champion.

Plenty of Action

Some of this year's fight critics are fond of saying that the old time long-distance fighters just walked around and stalled through the first ten or fifteen rounds and that there never was any real action in the twenty, twenty-five or forty-five round, or finish fights, as we see to-day in the six to ten or fifteen-round gallops. The six-round fights, they say, developed a new style of fast, hard fighting.

Seems to me that I remember plenty of action in long fights, and not many years back at that. Terry McGovern was absolutely the fastest and most furious fighter ever seen among the little fellows. They might give Terrible Terry twenty rounds to work in, but if he could cut it to a round or two it suited him. He never stalled, never wasted a second, fought for a knock-out from the moment he put up his hands—just as Jack Dempsey did when he was a youngster fighting his way to the championship.

Young Corbett was a crashing fighter, never wasting time. So was Jimmy Britt, and so were a hundred others, like Lavigne, Gans, Dixon, Walcott, Bat, Nelson, Wolgast, Ryan, Mysterious Billy Smith, Matty Matthews, and all that great old bunch of long-distance milt alingers.

Those old fights "slow"!

RACING

13 TRAINERS, AND 14 JOCKEYS REPRIMANDED

SEQUEL TO PETITION

Bombay, Sept. 8. The W.I.T.C. have taken a somewhat severe attitude against the jockeys and trainers who jointly submitted a petition to the Stipendiary Stewards, asking for reconsideration of the order cancelling the riding licence of Morris.

A notice was published on the Poona Racecourse this morning to the following effect: "For breach of discipline regarding a decision published by the Stewards, the undermentioned trainers and jockeys are severely reprimanded and at the same time cautioned as to their conduct in the future under similar circumstances."

Trainers: Cumberland, A. Higgins, T. Harrison, R. Benca, C. H. Northmore, J. Robinson, E. S. Godfrey, Byramjee, Rustomjee, Syed Mustapha, J. Ruz, A. Hoyt, and C. Jennings.

Jockeys: Rosen, Perkins, Lanford, Hutchins, Donnelly, F. Northmore, Howell, Behsman, M. Hoyt, C. Hoyt,

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Credits, 4 months' sight 1322 1/2

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On demand
On New York—
On demand 48 3/4
Credits, 60 days' sight 50 1/4
On Bombay—
Wire 133 1/2
On demand 133 1/2
On Calcutta—
Wire 133 1/2
On demand 133 1/2

On Singapore—
On demand 86
On Manila—
On demand 98 1/4
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Prague 163 1/2
Helsingfors 192 1/2
Madrid 29.57 1/2
Lisbon 107 1/2
Athens 374 1/2
Bucharest 79 1/2
Rio 5 29/32
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YACHT RACING

"SHAMROCK'S" MOST SUCCESSFUL YEAR

Rugby. — During the present yacht racing season which is drawing to a close, Sir Thomas Lipton's famous craft "Shamrock" has taken 13 first prizes, 7 seconds and 1 third—its most successful year.

The King's cutter "Britannia" comes next with 9 firsts, 5 seconds and 5 thirds.

Sir Thomas Lipton still aspires to win the America Cup and is to build another yacht for the attempt in 1930.

"I am out to bring back the America Cup; I mean to do it," declared Sir Thomas Lipton, embarking for New York. "I am very much gratified at the behaviour of the 'Shamrock' which came out at the top of the season's racing. Unfortunately the designer fell ill, therefore it is impossible to build a boat in time to challenge for the America Cup this year, but I intend to challenge next year."

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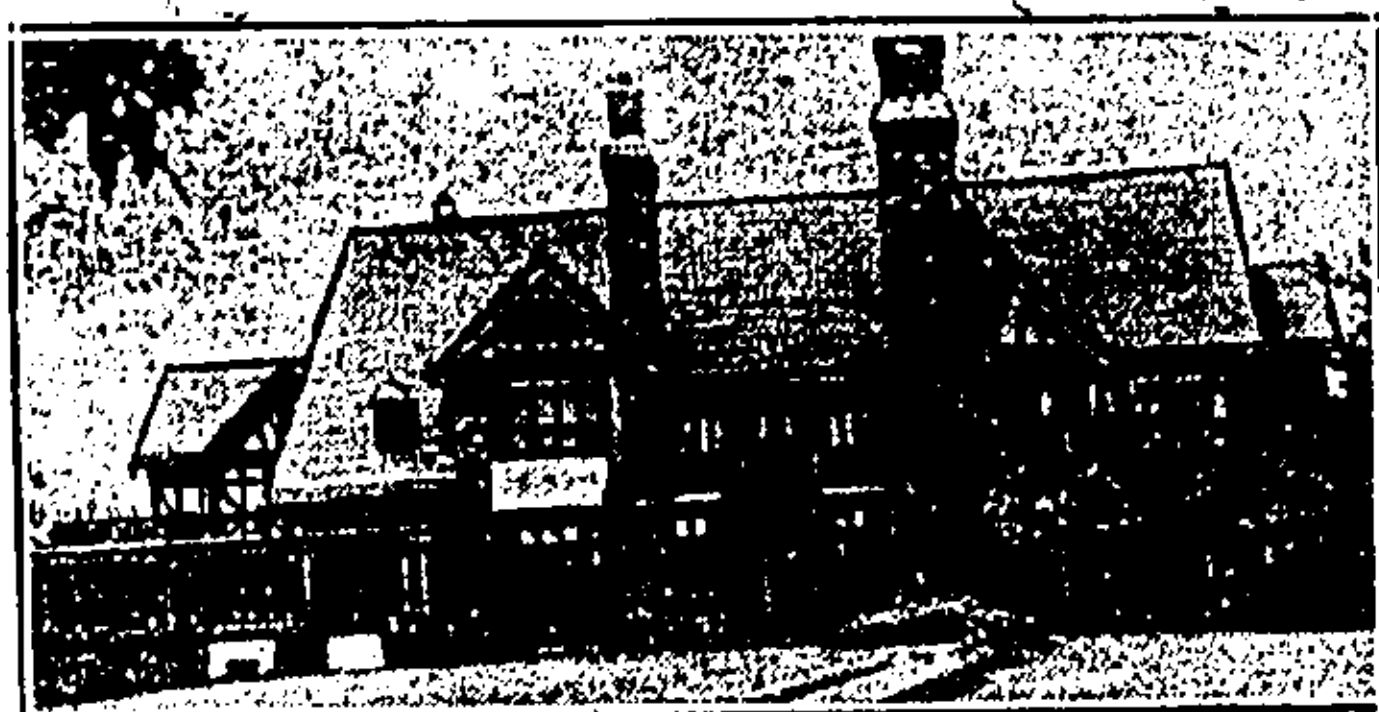


WORLD NEWS IN PICTURES.

Tunney's Romance.



MISS MARY LAUDER.



THE HOME OF MARY LAUDER.



TUNNEY'S COUNTRY PLACE.

The home (lower picture) of Gene Tunney, and the estate on which his fiancée, Mary Lauder, lives, and a striking sketch of Miss Lauder.

Cupid's Darts Hit Him Hard.



From the "crossroads of the world" is Arch Borge, tall New York movie doorman and artist, who is reputed to know more celebrities than any figure on Broadway. He is shown here with his bride, the former Eunice Lyle, in the summer camp of her brother near Blount, Miss.

His Victory Smile.



Bob King, California athlete, just after he had won the high jump at the Olympic games in Amsterdam.

Phi Delta Delta Head.



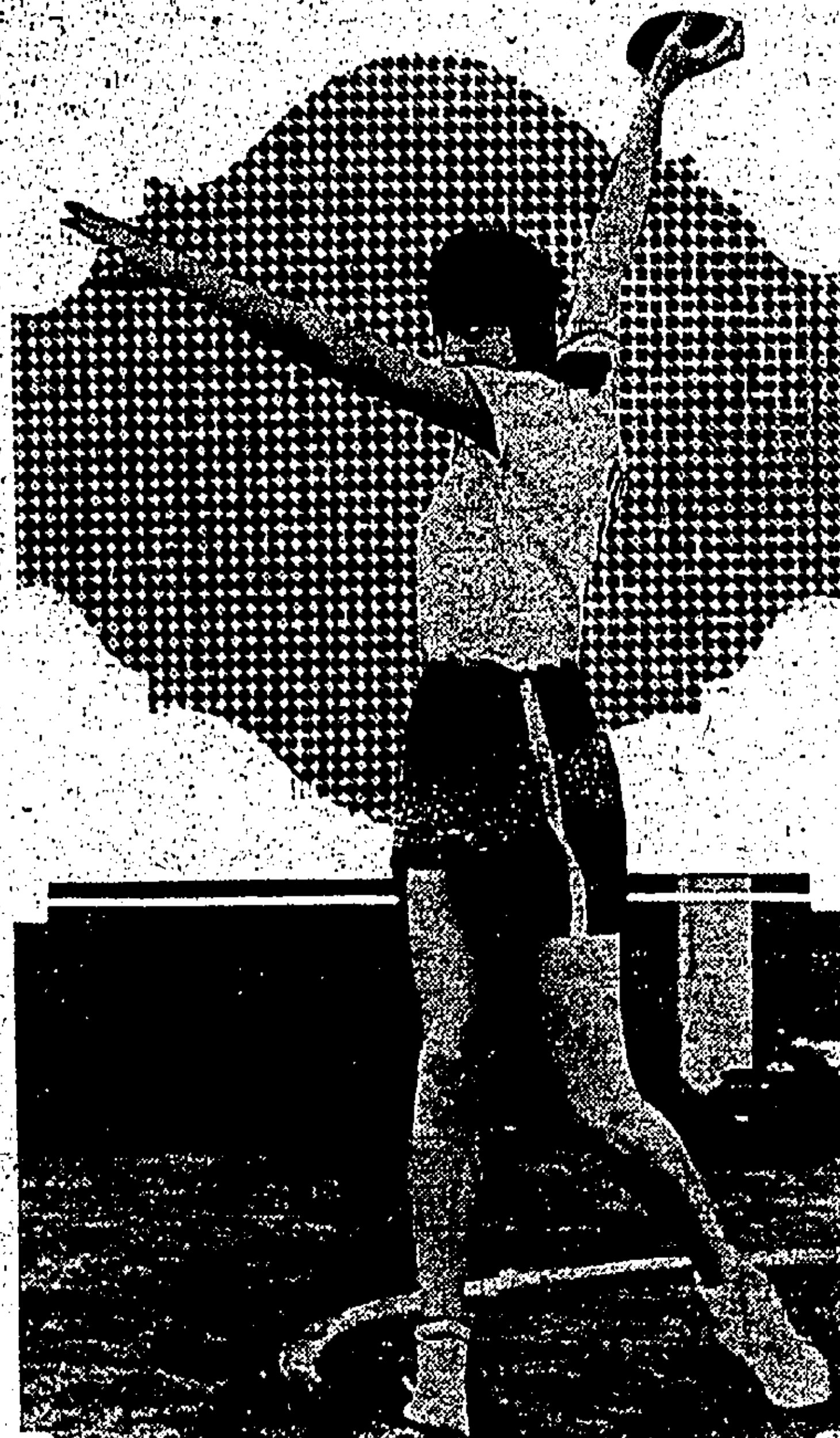
Miss Grace Knodler, Washington, D. C., attorney, who was elected president of Phi Delta Delta at the sorority's recent convention in Seattle, Wash. She is a native of Pennsylvania.

Dies in 'Plane Crash.



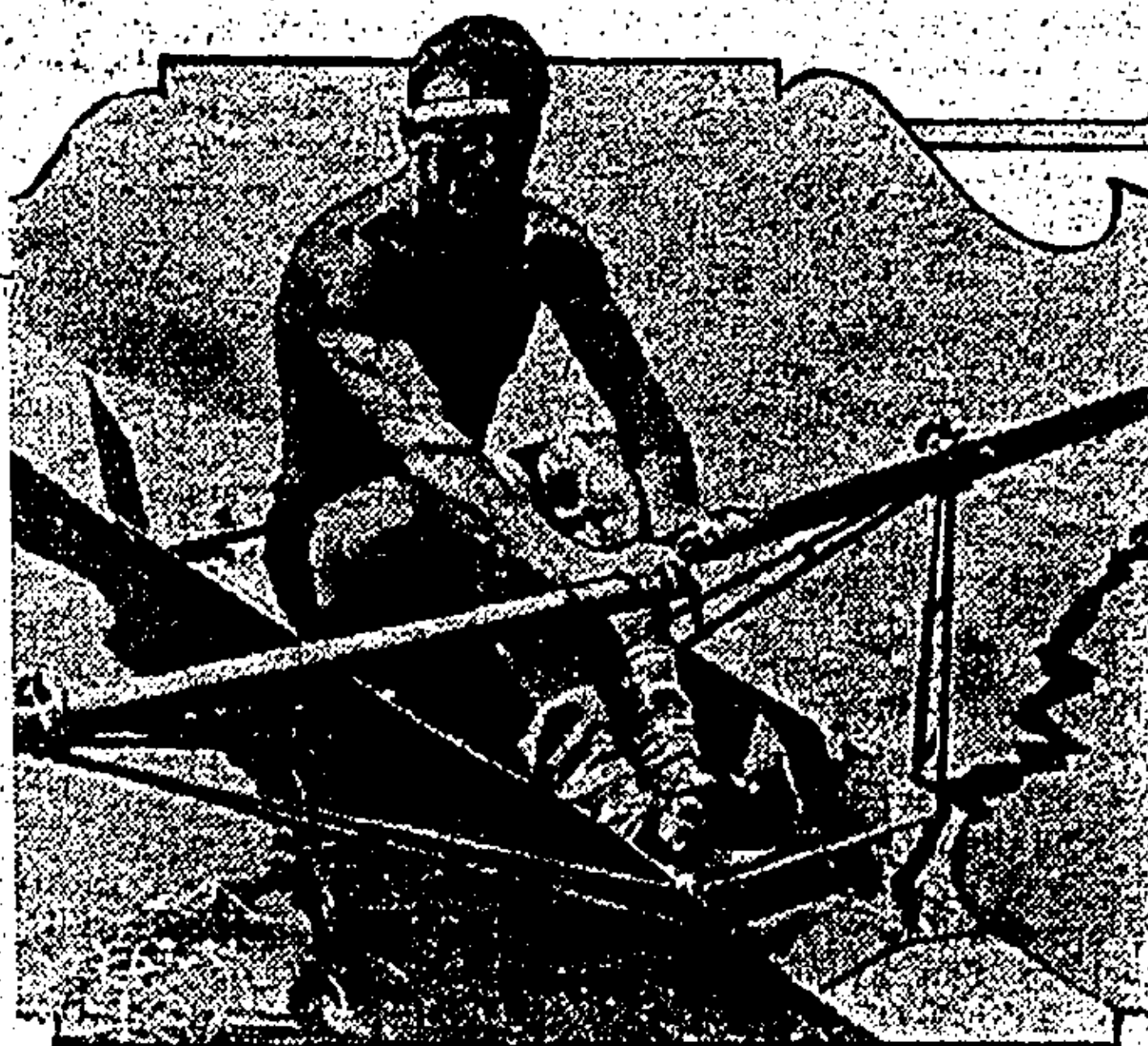
Maurice Pradun, famous French aviator, who was burned to death when the giant tri-motor monoplane "Arc en Ciel"—Rainbow—designed by the young French engineer, Gene Courtney, crashed and was completely wrecked at the Only Flying Field near Paris.

Fair Discus-Throwing Champion.



Mlle. H. Konopacka of Poland in a striking action picture taken during the finals of the discus throw for women at the Olympic games. Her toss was 39.17 metres (about 126 feet), an international record for a woman.

Olympic Oarsman.



Kenneth Myers of the Bachelors' Club of Philadelphia, who raced in the Olympic single scull finals at Amsterdam.

Courtney's Own Photo of Mishap.



This snapshot, taken by the intrepid British flyer while helplessly drifting in mid-Atlantic, shows a view of the rear engine of the seaplane "Whale" damaged by fire, which was the cause of his crew being forced down in a gallant attempt to span the ocean by air.

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Central-22 Macgown, Dr. J. C., Office, Alexandra Bldg.
Central-22 Jordan, Florence-Grove, Aubrey, Macgown, Anderson & Durran, Drs., Alexandra Bldg.
Peak-22 Butterfield & Swire, Little, J. H., Res., 183, The Peak.
Kowloon-22 Ye Fong Chan, 136, Temple St.
Central-24 Tak Shun Bank, 155, Queen's Rd. C.
Peak-24 Reeves, G. W., Res., 112, The Peak.
Kowloon-24 Dixon, H., Res., 4, Lymoon Villas.
Central-25 H.K. & Whampoa Dock Co., Ltd., Aberdeen Dock, Aberdeen.
Peak-25 Dyer, R. M., Res., 508, The Peak.
Peak-25 H.K. & Whampoa Dock Co., Ltd., Chief Manager's Res., 508, The Peak.
Kowloon-25 Eastern Store, 314, Nathan Rd.
Central-26 Alice Memorial Hospital, 72a, Hollywood Rd.
Peak-26 Matilda Hospital, 187-189, The Peak.
Peak-26 Sanders, Dr. J. Herbert, 187, The Peak.
Kowloon-26 Tin Chan, 91, Apin St.
Central-27 Ross, Alex. & Co. (China), Ltd., Prince's Bldg.
Peak-27 Yapp, P. A., Res., 519, The Peak.
Kowloon-27 Bond, C., Res., 108, Kowloon Tong.
Central-28 Police Station, Shaukiwan.
Peak-28 Chubb, J. F., Res., 50a, The Peak.
Kowloon-28 "Knutsford Terrace," Private Hotel, 1, Knutsford Terrace.
Central-29 Mackintosh & Co., Ltd., Alexandra Bldg.
Kowloon-29 Durran, Dr. J., Res., 80, Nathan Rd.

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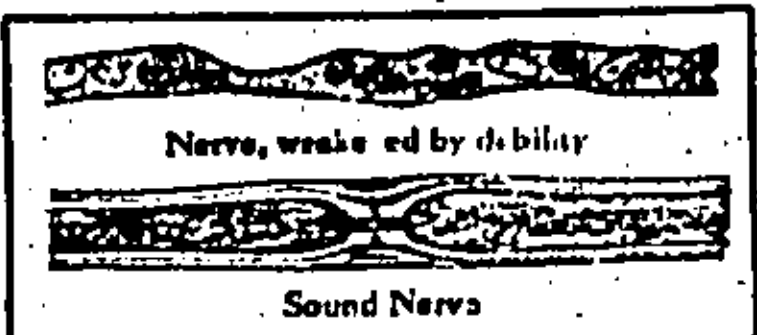
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"A building-up process goes on in the nerves after the administration of Sanatogen."



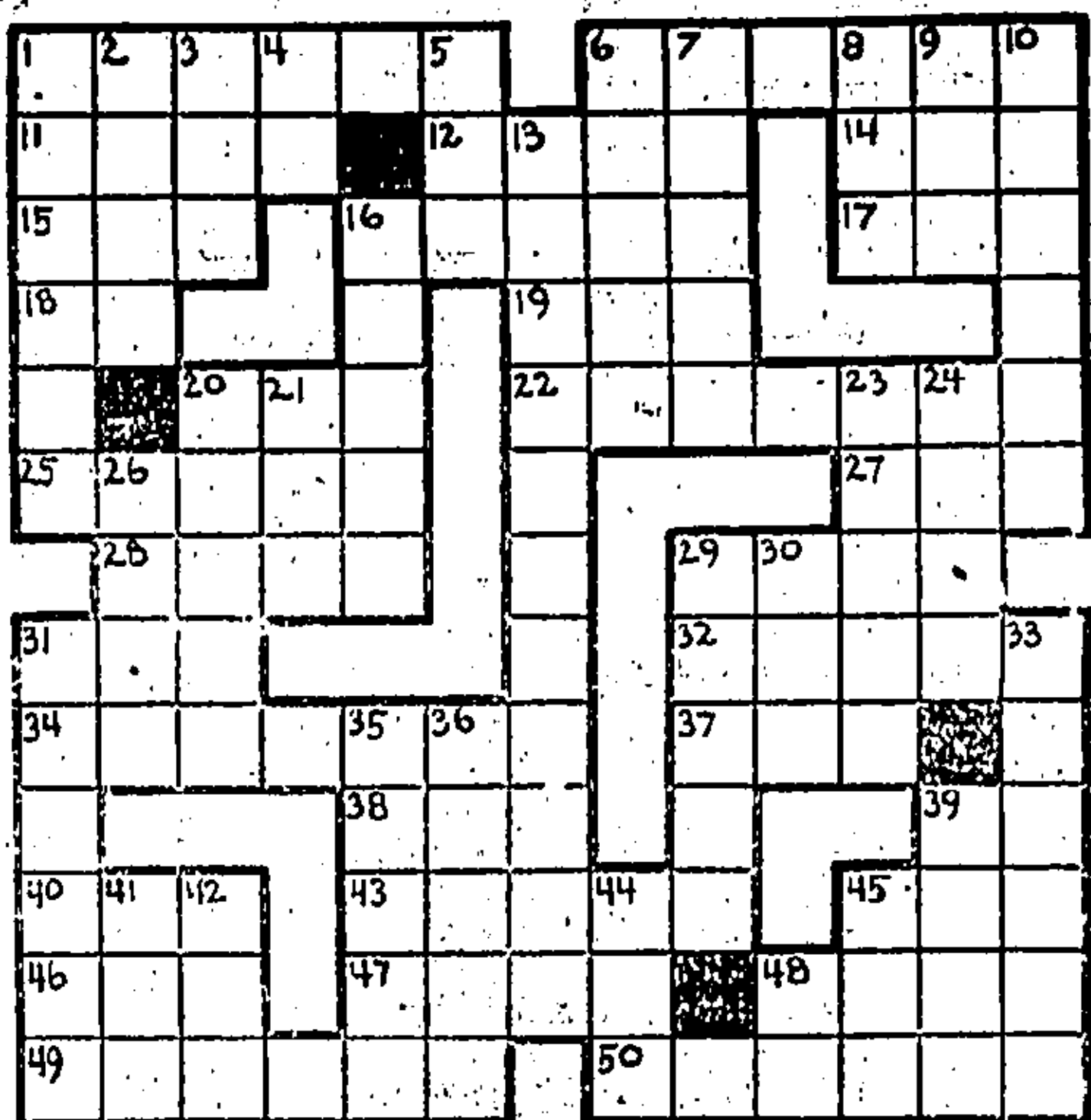
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DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



HORIZONTAL

- 1-A small flower
- 6-To whistle
- 11-Frog (Latin)
- 12-Capital of Norway
- 14-A mottled streak in wood
- 15-Man's name (short)
- 16-Habitual drunkard
- 17-Measure of length
- 18-Interjection
- 19-Suffix. Pertaining to
- 20-Bleat of the sheep
- 22-At what city in New Jersey did Washington defeat the British twice?
- 25-Cinders
- 27-A Turkish commander
- 28-A nurse maid of India
- 29-Not clothed
- 31-A receptacle
- 32-Raved
- 34-A Scripture proper name
- 37-N. W. State (abbr.)

HORIZONTAL (Cont.)

- 38-Unit of energy and work
- 39-Article
- 40-To scrutinize
- 43-A race or strain
- 45-A sea weed
- 46-An old French coin
- 47-Reverberated
- 48-Hillside (Scott.)
- 49-Oriental head covering
- 50-People of good position or birth

VERTICAL (Cont.)

- 10-Capital of Montana
- 13-Group of islands in Arctic Ocean
- 16-Refuse
- 20-A noted river of Ireland
- 21-Man's name
- 23-French for "target"
- 24-A molding
- 26-An American bird
- 28-Frog
- 30-A Swiss river
- 31-Command
- 33-A small rowing boat
- 35-Striped quadruped
- 36-An island in the Firth of Clyde, Scotland
- 39-Pertaining to wings
- 40-Personal pronoun
- 42-One of the continents (abbr.)
- 44-To instigate
- 46-A branch of learning
- 48-Battalion (abbr.)

SUGGESTIONS FOR SOLVING CROSS-WORD PUZZLES
Start out by filling in the words of which you feel reasonably sure. These will give you a clue to other words crossing them, and they in turn to still others. A letter belongs in each white space, words starting at the numbered squares and running either horizontally or vertically or both.

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

YESTERDAY'S SOLUTION.



HONG KONG HEIGHTS

For the information of visitors the following list of some of the highest points on the Island and Mainland is published:

	Feet.
Victoria Peak	1823
Signal Station	1774
Mt. Parker	1734
Mountain Lodge	1725
The Erris	1725
Peak Hotel	1305
Talkoo Sanatorium	1000
Mt. Davis	877
Bowen Road (Afterbeds)	237
Tatmoshan	2124
Mainland	Feet.
Kowloon Peak	1971

HAVE YOU HEARD?

PICKED UP IN
MALAYA.

SHORT-WAVE TRANSMISSION

In view of the great awakening of interest in all matters appertaining to wireless, (particularly in the case of the short-wave transmissions which are now easily receivable from practically all parts of the world,) by wireless listeners and experimenters, a few notes and comments as to the programmes which can be heard in Malaya may be found to be not only interesting but useful.

Pride of place must be undoubtedly given to the transmissions sent out on a wave-length of 24 metres, by the British Broadcasting Corporation from their experimental station at Chelmsford, in Essex, England. These transmissions are radiated, as many of the readers of this Wireless Page are, by now, aware, on Monday, Tuesday, Wednesday, Thursday and Friday mornings commencing at one o'clock in the early morning, (Singapore Time) at which hour Big Ben can be heard striking seven o'clock at home in England. With the exception of the two News Bulletins, (which many regard as being the two items which would be most worth while listening to, if it were possible to do so) the London programme is given in its entirety, and on those nights when the programme closes at 11 o'clock, the British Broadcasting Corporation are kind enough to switch over to Daventry, and thus allow a further one hour's transmission of dance music from one or other of the leading London Hotels, or, it may be, of the programme of one of the Cabaret shows which are now such a feature in the "night-life" of the Metropolis.

From this it will be seen that it is possible to listen-in until 6 o'clock, Singapore time, and the fact must not be overlooked that very shortly, with the approach of the period when British Summer Time will be coming to an end, the transmission from 5 SW will be available until the comparatively convenient hour of 7 a.m. so that there seems to be no valid reason why some one should not enjoy a little music from the Home Country while they are partaking of their breakfast! Incidentally it is worth while remarking that if this possibility proves to be an accomplished fact, then all in Malaya, will be in a position to listen to a broadcast programme during the first meal of the day, which is something which no one in the United Kingdom is able to do, under present circumstances! England, America, and Holland

For some little time past, however, the British Broadcasting Corporation has been carrying out transmissions of an experimental nature with the Schenectady station of the General Electric Company near New York. The programmes are of very real interest, and it is often possible to hear the speech from both sides of the Atlantic between the members of the two staffs of the stations concerned. This speech is carried out entirely by means of

radio (i.e. wireless), telephony, and the clarity of the conversation is really extraordinary. A further point of interest is that these transmissions commence at the fairly reasonable hour of 11 o'clock in the evening, Singapore time, and usually continue until about half-an-hour after midnight on Monday and Thursday evenings, so that on the latter night, if one so desires, it is possible to listen to England and America, and then to switch over to the Dutch station at Hilversum, Holland, later returning to England for the usual nightly programme from 2 LO, the London station. All these transmissions, are, as a rule, easily heard on the loud-speaker.

These are, in addition other stations which deserve favourable mention. The transmissions from the short-wave station at Melbourne, Australia, the call-sign of which is 8 LO, and from station 2 FC at Sydney, are radiated with remarkable clarity, and it is a thousand pities that neither of these stations have, at the moment, any regular times for transmissions, although they are often to be heard on Sunday evening round about 8 o'clock.

Another programme which of late has been received with little or no distortion and at good strength is the shortwave transmission from Bandoeng, Java. The items are all of a musical nature, and in this particular case, the broadcast starts at the very convenient hour of 8-8.30 p.m.

A passing reference has been made to the short-wave transmission from PCJJ, the Dutch station in Holland, and this station, working on a wave-length of approximately 32 metres, probably takes the next place, after that of Chelmsford, as far as volume, clarity of reproduction and absence of distortion are concerned. The best times for listening to these programmes are from 11 o'clock onwards on Tuesday and Thursday evenings, although transmissions are sent out at other times during the week.

Those who are interested in radio-telephony, should note the experimental transmissions which take place almost nightly from the Dutch stations in Java. Speech is carried on between these stations and Amsterdam, etc., and come in on the loud-speaker at almost deafening strength, and usually with a complete absence from distortion. The times of these conversations somewhat vary, but are usually to be heard about 10 p.m.

Another station which has been heard, but at somewhat faint strength, and with a running interruption by atmospherics is the short-wave station recently opened at Nairobi, Kenya, East Africa. These transmissions are sent out on a wave-length of 90 metres, and the best time at which to listen for them is about 7.30 p.m.

An amateur station which is received with noticeable clearness is one working on about 24 metres at Saigon-Indo-China. It is easily recognisable by the announcer repeating the words "Radio-Club de Saigon" in French, and afterwards speaking in English as well.

The above list of stations which amateurs can look forward to receiving by no means exhausts the total number of such. The acquisition of a receiving set by the enthusiast, is a sound investment, and should be the means of providing many hours of enjoyable, and also useful, entertainment.

BROADCASTING

REGIONAL SCHEME DELAY

G.P.O. SANCTION

Although work has started on the new London regional station at Brookmans Park, near Potter's Bar (writes a Wireless Correspondent) there is still no sign of the Post Office granting the B.B.C. permission to start work on the other regional high-power twin-wave station.

This delay is not only causing the B.B.C. considerable annoyance, but is creating a good deal of uneasiness among the more technical ranks of amateurs. At this rate, it is pointed out, the regional plan will be completed in "bits and pieces," and if the new stations are not erected simultaneously it is quite likely that two or three years may elapse before they are all in working order.

Until the B.B.C. receives permission from the Postmaster-General the new provincial stations may not be erected. So far the new Brookmans Park station is the only one which has received the Postmaster-General's sanction, although the B.B.C.'s plans for all the regional stations are complete. The delay is not only unfortunate, but exasperating to those who realise the great value of the scheme being completed as a whole, and not station by station.

The B.B.C. is about to initiate a policy of an interchange of vaudeville talent internationally. For some time they have been searching for new variety artists suitable for the microphone, and though native talent is always welcomed at Savoy-hill, the dramatic productions director of the B.B.C., it is learned, will keep a sharp look out for novel turns during a Continental holiday.

While in Germany and France he will visit cabarets, theatres, and music-halls in the hope of finding some fresh turn for the many variety-lovers among listeners. It is hoped that in return British artists will be heard from foreign stations.

CONTRACT SIGNED FOR NEW 2LO.

A big step forward towards the regional scheme of alternative broadcast programmes by high-powered stations was taken in mail week, when the B.B.C. signed the contract for the building of the new 2LO.

This is the great twin-wave high-power station to be erected on a site near Potters Bar and it will supersede the present transmitter in Oxford-street.

The contract for the building only, not for any of the equipment has been given to the Anglo-Scottish Construction Company, whose tender competed successfully against a number of others.

Messrs. Wimpey, Simpson and Guthrie are responsible for the design of the building. It will be of brick faced with stone, and will be partly of one floor and partly of two floors in height.

B.B.C.'s Own Design.
The specification is the work of the B.B.C.'s own engineers, who will personally supervise the work of construction.

It is expected that the new station will give its first broadcast in about a year's time, and its early tests will consist of single broadcasts on one wavelength.

The aerial, or rather, the two aerials, will form a new landmark to the north of London, between the great masts of Northolt to the West, and the still greater masts of Ongar to the East.

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Dr. Frank Conrad, Westinghouse radio expert, shows here the machine which will be used to broadcast the first official motion pictures. The diagram shows how the light is sent through a wheel, on to the film strip, from there to the station and then back to the scene of origin and seen on the wall-screen. Have you fixed your set over to receive them? We haven't.



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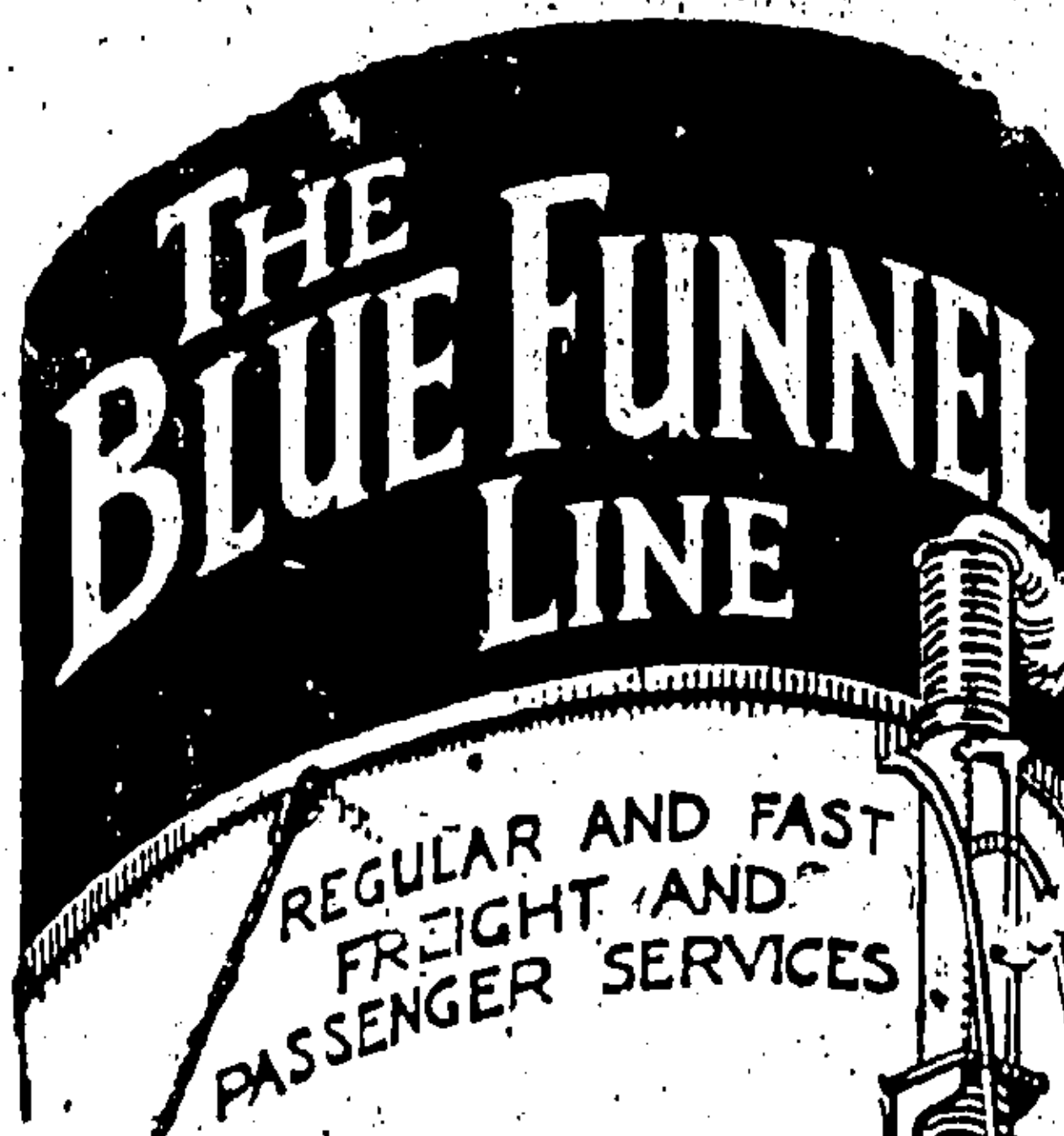
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LIVERPOOL SERVICE.

"EUBYOCHUS" 20th Oct. Genoa, Havre, Liverpool & Glasgow
"TITAN" 27th Oct. Genoa, Havre, Liverpool & Glasgow

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POST OFFICE NOTICE.

The Hong Kong Postal Guide for 1928 is now on sale at the General Post Office and Kowloon Post Office at the price of 50 cents a copy.

INWARD MAILS.

From	Per	
Amoy	TUESDAY, OCTOBER 2.	Takada
	FRIDAY, OCTOBER 5.	
Japan and Shanghai	SATURDAY, OCTOBER 6.	Fushimi Maru
U.S.A., Honolulu, Japan and Shanghai	SUNDAY, OCTOBER 7.	President Hayes
Europe via Negapatam (Letters only London 6th Sept.)	MONDAY, OCTOBER 8.	Benares
U.S.A., Honolulu, Japan and Shanghai	TUESDAY, OCTOBER 9.	President Madison
Australia and Manila	FRIDAY, OCTOBER 12.	Changto
Japan and Shanghai	FRIDAY, OCTOBER 12.	D'Aragnan
Australia and Manila	FRIDAY, OCTOBER 12.	Arafura
Japan and Shanghai	FRIDAY, OCTOBER 12.	Morea
U.S.A., Canada, Japan, and Shanghai	MONDAY, OCTOBER 15.	President Pierce
U.S.A., Canada, Japan and Shanghai	MONDAY, OCTOBER 15.	Empress of Russia

OUTWARD MAILS.

For	Per	
Bangkok	TUESDAY, OCTOBER 2.	Halidor
Sam Shiu and Wuchow	FRIDAY, OCTOBER 5.	Kong So
Straits, Egypt and Europe via Marseilles—due Marseilles 31st Oct. Registration 4.15 p.m. Letters 6 p.m.		Sarpedon
Amoy	FRIDAY, OCTOBER 5.	Sochow
Swatow	FRIDAY, OCTOBER 5.	Kwongsang
Shanghai, Japan, Canada, U.S.A., C. & S. America and Europe via Vancouver, B.C.—due Vancouver, B.C., 20th Oct. and Europe via Siberia. Parcels 5 p.m. Registration (Oct. 3rd) 9.15 a.m. Letters (Oct. 3rd) 10 a.m.		Empress of Canada
Swatow and Amoy	WEDNESDAY, OCTOBER 3.	Cremet
Manila	WEDNESDAY, OCTOBER 3.	City of Wellington
Java via Batavia	WEDNESDAY, OCTOBER 3.	Tjikembang
Swatow and Bangkok	WEDNESDAY, OCTOBER 3.	Michael Jeeben
Shanghai	WEDNESDAY, OCTOBER 3.	Yunnan
	THURSDAY, OCTOBER 4.	
Swatow, Amoy and Formosa	THURSDAY, OCTOBER 4.	Deli Maru
Shanghai	THURSDAY, OCTOBER 4.	Linan
	FRIDAY, OCTOBER 5.	
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marseilles—due Marseilles, 4th Nov. K.P.O. Registration 4.30 p.m. Letters (Oct. 6th) 9 a.m. G.P.O. Registration (Oct. 6th) 9.45 a.m. Letters (Oct. 6th) 9.50 a.m.		Fushimi Maru

*Correspondence bearing vessel's name only

LABOUR PARTY CONFERENCE.

LANSBURY'S VIEWS

SOCIALISM STILL "ON THE BANNERS"
FRIENDSHIP FOR RUSSIA.

London, Yesterday.
Mr. George Lansbury, M.P., in his address as Chairman at the annual Labour Party Conference at Birmingham, deplored the dissatisfaction prevailing in a few sections of the Party. He emphasised that in a democratic movement the majority must rule and declared that "Socialism is inscribed on our banners." Britain with all its resources must be owned and used in the service of all the people.

He pointed out that credit and money raised for capitalist investments in Asia and Africa could as easily have been raised to re-organise and reconstruct our own national resources. "There is little sense in sending our best people thousands of miles away to grow food if at the same time we leave our own splendid soil uncultivated."

Mr. Lansbury drew attention to the Government's "criminal folly" in its dealings with India, China and Russia, and declared that although the party entirely dissented from the proposal to apply Bolshevik methods of organisation to Britain, Labour, when it regained power, would hold out the hand of friendship to Russia.

Expulsion of "Reds"

Later.
The report of the Executive Committee stated that their policy had been formulated to secure the complete loyalty of the party and the expulsion of the Communist element. With reference to sending back this part of the report there was an amendment, which was defeated by a large majority after a heated debate, wherein a representative of the Executive stated that local Labour parties had been prohibited from sending Communist delegates to the annual conference but that Trade Unions had been allowed to do so. This intolerable position must be ended. The executive's report was adopted.—Reuter.

The Indian Commission

London, Yesterday.
The appointment of the Indian Commission, under the Chairmanship of Sir John Simon, was the subject of a hostile motion introduced by Mr. Fenner Brockway. The motion was rejected by the enormous majority of 2,959,000 card votes against 160,000. In the course of the discussion, Mr. Ramsay MacDonald, the Labour leader, emphasised the democratic character of the Commission. He said the Labour representatives on the Commission would do their best to build a golden bridge for India, which would make India captain of her own salvation.—British Wireless Service.

A COLLISION

UNFORTUNATE INCIDENT IN NATHAN ROAD

OFFICER FINED

Flight-Lieut. Gardner, R.A.F., was yesterday afternoon summoned before Mr. W. Schofield, at the Kowloon Magistracy, for having failed to stop his motor car to render assistance after colliding with a Chinese in Nathan-road on September 7. There was a further charge of failing to report the accident to the Police.

According to evidence for the prosecution, the collision occurred near the Peking Theatre on the night of September 7, and defendant was alleged to have been travelling in the direction of the Star Ferry without any lights. No horn was sounded before the accident. Instead of stopping after the collision, the defendant was alleged actually to have accelerated.

A friend of the injured Chinese entered a passing public car and chased defendant, who eventually stopped in a side street off Nathan-road. Defendant said that he saw the Chinese fall whilst crossing the road but was not aware that he had been struck by the car.

In imposing a fine of \$10, Mr. Schofield said that the proper course the defendant should have followed was to stop the car and find out.

THE TRIAL FLIGHTS AT CALSHOT

SPEED RECORD

DARCY GREIG FLIES WELL OVER 300 M.P.H.

BIG EFFORT SOON

London, Yesterday.
Making a trial flight at Calshot on the Supermarine's Napier S5 seaplane, with which he hopes to beat the air speed record of 318½ miles per hour held by the Italian, Major De Bernardi, Flight-Lieutenant Darcy Greig to-day travelled well over 300 miles per hour.

The weather conditions were good. Greig was in the air for 24 minutes and he made the quickest tour on record of Portsmouth, Isle of Wight and Southampton.

He expressed complete satisfaction with the machine. A slight change is to be made with the rigging of the machine, and mechanics will work through out the night to make this adjustment, so that Greig can make another trial flight to-morrow morning.—British Wireless Service.

POLICE RESERVE

ARRANGEMENTS FOR GRAND TATTOO

TRAINING ORDERS

The following orders are issued:—The services of the following Police Reservists for Police duty at the Grand Tattoo are accepted, and they will report as follows:—Chinese Company.—1 Sergeant and 12 Constables will report each night at Central Police Station at 6.15 p.m. sharp.

Indian Company.—1 Sergeant and 9 Constables; those residing in Central District, Western District, and Kowloon will fall in at Central Police Station at 6.15 p.m. sharp each night, and those residing in Eastern District will fall in each night at Great George Street at 7.00 p.m. instead of at Sookpoo as previously warned.

Flying Squad.—1 Sergeant and 12 Constables (for Traffic Duty) will parade with their Motor Cycles at Central Police Station at 6.15 p.m. sharp on each night. Sharpshooters Co.—A Guard of 1 Sergeant and 8 Constables for duty each evening at H. E. The Governor's box. The guard will assemble each evening at No. 2 Police Station and proceed by car to be at their post by 8.00 p.m.

The usual weekly parade for Squad Drill and Rifle Exercises will not be held on Thursday, October 4.

Training School

The weekly classes for Police Reservists at the Police Training School, Kowloon, will be held on Tuesday, October 2nd, and 9th, at 6.30 p.m. sharp. All members of the Chinese and Indian Companies and of the Flying Squad who have not yet passed Part 2 of Training Course must attend.

Chinese Company.
Official Badge.—The following members of the Chinese Company have qualified for possession of the Police Reserve Badge:—Constable R10 Edward Way, R16 Chung Man Yu, R22 Leung Kwong Choi, R23 Ho Shit Yu, R31 Kel Shun Mark, R40 Ng Chi Lau, R59 Young Kwan Sul, R77 Pun Hon Yin, and R86 Lawrence S. Y. Wong.

All ranks of the Chinese Company will parade at Central Police Station on Thursday, October 11, for the monthly inspection of Arms, Equipment, etc. by the Company Commander. At this parade, Dr. S. W. Tso, C.B.E., LL.D., Hon. Commissioner of Police (R) will present the Police Reserve Badge to those who have qualified for same; every member is requested to keep the date open.

Indian Company.
All ranks of the Indian Company will parade at Central Police Station for Drill under Sergeant Condon on Tuesday, October 9, at 6.30 p.m. sharp. Dress—White Uniform Belt and Cap with white cover. Those men who were absent from the previous parade will also carry Truncheon, Whistle, Armband, "Pocket Policeman" and Note-book for inspection by the Company Commander.

The Rev. D. C. Evans, minister of Kettering-road Unitarian Church, Northampton, has resigned and is to take orders in the Church of England.

THE RIOTING IN MELBOURNE

GENERAL SCUFFLES

MILITANTS "LIKELY TO FORCE GENERAL STRIKE"

CLASH AT BRISBANE

Melbourne, Yesterday.
There have been scuffles between police, volunteers and the strikers in several parts of the city and two foreigners, who were severely injured, have been admitted to hospital. A large crowd of strikers assembled early in the morning outside the office from which licences under the new act were issued, and any suspected licence holder was immediately chased till he was rescued by the police.

The police have been resorting to batons to protect the volunteers and one constable has had to be admitted to hospital.

On the other hand an Adelaide mass meeting of waterside workers has decided to call off the strike and the men are now freely applying for licences.

The Victims

Melbourne, Yesterday.
To-day's riots recalled the police mutiny of 1923. It is noticeable that the attacks were chiefly directed against south Europeans, several of whom were taken to hospital. A big Inter-State Conference of Trade Unions discussed the situation and adjourned till to-morrow. One section favours the watersiders taking out licences but the militants are likely to force a general strike. 1,049 volunteers, to-day, worked on 14 overseas vessels.

Brisbane, Yesterday.
Strikers clashed with police, and two of the latter were injured. Two watersiders were arrested.

Farmers to the Rescue

Brisbane, Later.
On the arrival of thousands of farmers from Mackay to load the large accumulation of sugar the watersiders there decided to resume work.

Adelaide, Yesterday.
The shipowners have arranged two pick-ups to-morrow, one for unionists and one for volunteers.

Adelaide, Later.
Owing to shortage of materials, through the watersiders' strike, Messrs. Holden's motor body works, which employ 3,000 persons have been closed.—Reuter.

PLUCKY RESCUE

CHINESE RESCUES CHAUFFEUR FROM HARBOUR

5-SEATER TOPPLES IN

A 5-seater Chrysler public motor car (No. 220) toppled into the harbour at 8.45 p.m. yesterday, when it got out of control while backing from the car stand near the P. & O. wharf in Connaught-road Central. It fell into rather deep water, and it is feared that in consequence salvage operations will be rather difficult.

Only the chauffeur (Liu Kim-hing) was in the car at the time, and he managed to jump clear as the car fell. He was a poor swimmer, however, and would have drowned but for the prompt response of other chauffeurs present to the man's cries of "Save life." He was taken out of the water by means of bamboo poles and ropes.

A Chinese youth (Cheung Lin) a seaman on the motor boat "Nambao" owned by one of the motor boat companies at Blake Pier, was chiefly responsible for the chauffeur's rescue. He swam out to the drowning man and slipped a life buoy over him and then attached a rope thrown from shore, by means of which the chauffeur was pulled to the Praya wall and then pulled out with bamboo poles. Several Chinese from launches in the neighbourhood also entered the water to go to the chauffeur's assistance, but not being strong swimmers it was doubtful if they could have reached him in time. It was then that the youth jumped in from Blake Pier and brought off a very plucky rescue.

The chauffeur is now in the Government Civil Hospital suffering from the effects of immersion.

One of a flock of sheep which wandered on to the District Railway at Uxbridge, Middlesex, was electrified and two trains were held up while it was removed.

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